



Teamsters'
**NATIONAL
CHECKING CAMPAIGN**
MIDNIGHT MAY 13 TO MIDNIGHT MAY 18

On to the Show!



The curtain will be going up soon on the biggest show of all—featuring the greatest stars of all . . . American industry and American craftsmen. If it is possible for you to attend, don't miss the most gigantic exhibition of industrial teamwork ever staged. As usual, the Teamsters' Shop Card will be in the forefront at "the big show!"

**SOLDIER FIELD
CHICAGO MAY 18-26**

**AFL
UNION
INDUSTRIES
Show**

The International Teamster



DANIEL J. TOBIN • Editor
THOMAS E. FLYNN • Assistant Editor

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CONTENTS

Editorials	2
N. Y. Locals Sign Five-Year Pact.....	4
Warehouse Conference Sets Plan.....	5
Teamsters National Checking Campaign.....	7
Chicago Has Three Conferences.....	13
U. S. Mail and Role of Trucking.....	19
Rogers' I. C. C. Appointment Hit.....	22
'Boom Towns' Are Coming Back.....	27
Short Hauls	28
Listen, Ladies	30
What's New?	31
Relax With Us	32



Honored Dead

The hallowed ground above those who have died for this Nation and its institutions will be decorated in many states of the union on May 30—Memorial Day.

This custom had its beginnings in the South, where the women strewed flowers on the graves of their departed loved ones following the carnage of the Civil War. In 1868, General John A. Logan then commander in chief of the G.A.R., issued an order designating May 30 as a day for decorating soldiers' graves.

The custom has grown until, today, not only the graves of soldiers, but of all those departed are visited by their loved ones.

It is well to remember vividly, on one day a year, as well as all the time, that we, the living, owe much to the valiant soldiers and sailors who have paid the supreme sacrifice in defense of the free institutions of the nation.

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EDITORIALS

The 1951 Checking Campaign

Much of this issue of THE INTERNATIONAL TEAMSTER is devoted to information about the plans and procedures of the 1951 Teamsters' National Checking Campaign. Efforts have been made by the participating trade divisions to develop procedures which are practical from an organization point of view while at the same time causing a minimum inconvenience both to the checkers and drivers and others being checked.

The Over-the-Road Conference at its recent Chicago meetings heard a report from General Secretary-Treasurer John F. English which should gratify all those interested in the progress of the Teamsters. The note of progress was underscored by the general officers who paid special tribute to the effectiveness of the trade division system of organization and operation.

Evidence continues to come to the attention of our members everywhere that we are living in an age of national operations. Organizations of all sorts in the distribution and warehouse fields are nation-wide in their operations. As Teamsters we are vitally affected by the rapid growth of national organizations and we, in turn, must pattern our methods of operations to meet these new and changing problems.

The National Checking Campaign has proved itself in the last two years and will undoubtedly do so again provided that the proper cooperation is extended by all hands. No one person or group of persons can make this campaign a success—it is up to all of us. We need the cooperation of every Teamster, every local, every joint council and every area conference. Success will come only from complete cooperation and unity of action.

Let's all help make this the best checking campaign yet!

In the Line of Duty

In this issue of THE INTERNATIONAL TEAMSTER will be found a story about the death of two western Teamster local union secretaries—Mel Andrews and Don Stansell.

Andrews had come to Chicago to attend the national checking campaign sessions and had attended two meetings of the Automotive Trades Division before he was stricken with heart failure.

Stansell met his death en route to Chicago when his small plane crashed in the Southwest.

Both men literally died in the line of duty. They will be missed by their many friends and associates, not only in the West, but in other parts of the country where they were known. Both men were experienced and able local union officers. We all regret their passing and extend sympathy to their families.

The Union Industries Show

The American Federation of Labor will hold its sixth Union Industries Show in Chicago May 18-26. The exposition is held under the sponsorship of the Union Label Trades Department.

Most of our members know what the Union Industries Show is and its general purpose. It should be pointed out that the Teamsters have a special stake in the campaign to make America union label conscious. We are trying to get our brother union members in other crafts and trades to realize that the Teamsters, too, have a union shop card, and to patronize those employers who are authorized to display it.

Many of the AFL crafts have made the union label of their trade a hallmark of recognition. Of the many with union labels, we think of the barbers and printers particularly. Our people would not think of having their printing done by non-union shops or their barbering done by non-union barbers.

The job of the Teamsters is to make their shop card as famous, as respected and as recognized as the printer's label or the barber's shop card. We have a long way to go, but as our organization advances, particularly in the service trades, there is real promise.

THE INTERNATIONAL TEAMSTER has brought home in almost every issue the lesson of the union shop card. Since ours is a union with many jurisdictions, we have a big internal job of education to do. And recognition of the label and living by it begins at home—let's all see that we practice what we preach.

An Eye on the Statehouse

THE INTERNATIONAL TEAMSTER has often suggested that local unions and joint councils keep a weather eye on the statehouse in their particular states. While the national picture may occupy more dramatic place

and draw greater attention of the general public, we must not for one moment forget the damage which can be done to labor in the statehouses of the land.

This is a big year in state legislation. Most of the general assemblies have been meeting. At one stage this winter as many as 16 states were asking for an increase in gasoline taxes and 17 states were considering a variety of equipment proposals.

We are not saying that merely because a proposal affects the trucking industry in some way that it is automatically bad. It may be—or again it may be a needed improvement.

Weight changes and tax problems affecting trucking are being taken up in a great many states.

It is apparent to anyone interested in legislation that the statehouse is important to trucking and joint councils and state groups should see that the state legislators are under constant observation. We are not asking for anything unfair or inordinate. We ask only an even break with other forms of transportation. It would be to our advantage to pay plenty of attention to the statehouse.

The many restrictions on state law books are there because too many of the people in the trucking industry—operators and union people alike—were caught napping. Or perhaps they failed to realize the importance of state laws.

We know now that the state legislature is important—how important it is is shown by the many unfair laws on the books. It is time that we awakened to the real importance of the statehouse and kept an eye on it—at all times.

Tough Tax Bite

The automobile owner, the highway user, the trucking industry and others who depend on motor transport are being asked to pay an alarmingly disproportionate share of taxes if Secretary of Treasury John W. Snyder's recommendations prevail.

The secretary recommended to Congress that the 7 per cent excise taxes on new cars be hiked to 20 per cent and the 1.5 cents in Federal gasoline taxes be doubled. As one observer who has looked into the tax requests and recommended sources has stated the highway user will pay almost 42 per cent of the total revenue expected from all new excise tax increases!

At least three reasons might be cited to explain why the tough tax bite is being tried. First of all, there still persists in the minds of some that the automobile is a "luxury." The place the automobile has played in our social and economic life should long ago have disproved this hoary idea.

Secondly, there seems to be a disposition to hang it on the motorist's family and the commercial operator because these groups seem easy marks. The diversity of those groups affected makes it difficult to resist in

any sort of unified manner. There is growing evidence, however, that the groups are getting together as witness the recently formed Trucking Industry Committee for National Defense. Other groups will also help.

Thirdly, there is always an apparent desire on the part of legislators to use the motoring public for general revenue. This attitude is resulting in the scandalous diversion of gasoline tax funds in various states. While the funds collected are supposedly for highway maintenance and construction, they too often wind up in anything but highway work. Secretary Snyder did not have to make an argument for or against diversion: he merely had to ask for healthy tax boosts for general revenue purposes.

The bite is a tough one, but the bill is not through Congress yet. There is yet time for revision—and revision should be made in justice to the motor transport industry and the motor car users of America.

Lots of Velvet

There is plenty of velvet in the profit statements of American corporations. Evidence comes to hand almost every day as we look at the financial pages of our metropolitan newspapers.

Corporation financial stories generally appear back in the want ads and hence get little attention from the average reader. But laboring people are well advised to pay some attention to those stories—they are tales of high profit these days.

The Wall Street Journal recently reported that in 1950 American corporations reaped tremendous profits ranging up to as high as 90 per cent and averaging a healthy 33 per cent.

Taxes went up steeply, but in spite of strong boosts in taxes most corporation setups made plenty of money. Profits in U. S. Steel were up 29 per cent; DuPont's 39 per cent; General Motors 27 per cent; Sears, Roebuck 33 per cent; Goodyear 75 per cent; Owens-Illinois Glass 50 per cent; Sun Oil nearly 50 per cent; Crane & Company 96 per cent. These are only a few of the leading corporations.

The New York financial paper surveyed earnings of 730 companies in 31 groups. Here are some results: Rubber up 90.2 per cent; railroad profits up 82.2 per cent; airlines up 72.6 per cent; mining and metals 67.7 per cent; aircraft manufacturing and supply 60.8 per cent; textiles up 56.5 per cent; building materials and equipment 42.2 per cent; electrical and radio 42.6 per cent; floor covering 41.7 per cent; leather 42.7 per cent; chemicals 40.1 per cent.

This is by no means all the groups studied by *The Wall Street Journal*, but it indicates that by and large 1950 was a good year for most of our industries.

There is plenty of velvet in the statements. These are interesting figures for labor to know as it gets pushed around in the stabilization program.

N. Y. Locals Sign 5-Year Pact

*Agreement Calls for No Strikes, No Lockouts;
Signed in Office of Secretary of Labor*

A FIVE-YEAR no-strike, no-lockout peace pact has been signed between two major Teamster locals and the Motor Carriers' Association of New York City.

This labor-management contract, hailed by high Government officials as a contribution toward the defense effort and expanding production, was signed in Washington, D. C., April 2 by officials of Local Nos. 807 and 707 and the carriers' association. The signing took place at a ceremony in the office of Maurice J. Tobin, Secretary of Labor.

Under the long-term contract the Secretary of Labor will appoint an impartial chairman to handle contract problems and Assistant Secretary of Defense Anna M. Rosen-

berg will appoint an arbitrator to handle wage problems.

A new body known as the New York City Trucking Authority, consisting of six labor and six management representatives with the impartial chairman to be named by Tobin, is being set-up. The chairman will make decisions in "all grievances and disputes" which will be "final and binding on all parties."

The chairman does not have authority, however, over "unresolved controversies regarding wages and hours or provisions of the industry social welfare and insurance plan." A wage adjudicator will be named to handle these matters. He will be named by Mrs. Rosenberg from a panel including the following seven persons: Gen-

eral of the Army Dwight Eisenhower; Rev. William J. Kelley; Murray Gurfein; State Assemblyman Fred G. Moritt; Prof. Paul R. Hays; Nathan E. Zelby and Charles Preusse.

Under the terms of the agreement the adjudicator will have power to hold hearings, investigate disputes and make final and binding decisions.

Neither the new trucking authority nor the chairman has any jurisdiction over a refusal by the local membership to cross a picket line established by any other Teamster local. This provision is in effect even if the employer is a member of the signing employer group.

In addition to the joint committee of 12, the impartial chairman will have a staff to aid in policing the industry. Some 11,000 drivers and 1,500 trucking firms are represented in the new five-year industrial peace pact.

(Continued on page 32)

Trucking Firm of DTA Official Chided for Overloading

The following article, headlined "Another Heavyweight," by James Daniel is reprinted from the Scripps-Howard **Washington Daily News** of April 7 and outlines how one non-union firm and its chief officer, now serving in the DTA, are bringing discredit on the trucking industry:

Another high official of the Defense Transport Administration (DTA) is associated with a trucking firm which has a record of repeated violations of state truck-weight laws.

Henry E. English, director of DTA's street and highway division, is president and owner of the Red Ball Motor Freight Lines of Dallas, Tex.

Texas highway records show 329 violations of state weight laws by the company since late 1948. In the last seven months, more Red Ball trucks have been caught violating the gross weight law than in the previous year.

Mr. English was appointed to the DTA a few weeks ago—about the time the DTA began its drive to "liberalize" state truck weight laws and persuade state governments to adopt a more tolerant attitude toward overloaded trucks.

This is also the objective of the American Trucking Associations, Inc. (ATA), of which Mr. English was president last year. The ATA is the national lobby of the

big truckers, who account for only 3 per cent of the commercial vehicles but generate practically all of the pressure for lifting the limits on truck weights and sizes.

Mr. English works in the same part of the Defense Transport Administration as John L. Fraley, assistant (on leave) to the president of a North Carolina trucking firm which has 665 violations on record of Virginia's weight laws. Mr. English is Mr. Fraley's superior.

Mr. English said he did not have the facts at hand to confirm or refute the figures from Texas. He said he didn't recall the amount of fines his company paid last year.

Mr. English said that as president of the ATA he made many speeches urging compliance with state weight laws. "I always have told my own people to load within the limits," he said. "If they overloaded, it was against my wishes."

He pointed out it was easy for a truck to be technically overloaded. He said it was not customary in either the trucking or the railroad business to question a shipper's declaration of weight. To weigh each load, he added, would take too much time.

He also said rain added to a truck's weight, but highway officials said that practically all state laws permitted a tolerance of about 500 pounds.

Warehouse Division Sets Plan

STEPS toward establishing uniform contract expiration dates in agreements with national concerns were taken Saturday, March 31, by the National Warehouse Conference at its third annual session in Chicago, Ill. On recommendations from the Policy Committee of the Warehousemen, which met for two days prior to the general meeting, the Conference adopted the following program:

Continued study by a special committee of the whole problem of national agreements urged all locals to concentrate their efforts on establishing uniform expiration dates in such agreements; requested the locals which do not now have strike and picket protection clauses in their contracts to correct that deficiency and offered to supply tested clauses covering this matter upon request; decided that all matters affecting negotiations with chain concerns

shall be left to the local unions for decision.

Following adoption of this program, the Conference passed by an overwhelming vote a motion by Louis Sunshine, Local No. 804, New York, requesting the International Union to withhold approval of national firm agreements after a chartered conference decides upon such a date unless such date is used. This matter was debated for more than an hour. James Hoffa, Local No. 299, Detroit; Louis Sunshine, Harold Gibbons, Local No. 688, St. Louis, Mo.; Alton P. Hess, Local No. 414, Fort Wayne, Ind.; and others spoke on the motion. Bert Brennan, No. 299 vice chairman,

took over the gavel from Chairman Edward Hartsough, Local No. 169, Philadelphia, during the discussion. Al Evans, Indianapolis, general organizer, stated the position of the International Union with respect to the problem.

Nearly 200 delegates were in attendance when Chairman Hartsough called the Warehouse Conference to order at the Palmer House. Since the matter of wage increases under the national stabilization program is of such deep interest to local secretaries, he called on Frank Tobin, research director for the International Union, to report to the delegates on the latest developments.

Tobin cited three successive re-

Uniform Contract Expiration Dates are Object Of National Group as Meeting Is Held in Chicago March 31; Large Attendance Indicates Interest



WAREHOUSE CONFERENCE MEETS—The National Warehouse Conference, one of the first trade divisions of the International Brotherhood of Teamsters to be organized, held its annual meeting in Chicago March 31. Convening at the Palmer House, the delegates mapped plans for cooperation with the Over-the-Road Conference in the 1951 truck check and for increasing activity in organizing for the remainder of 1951.

cent Teamster cases which involved wage increases slightly in excess of the 10 per cent authorized by the Wage Stabilization Board. Under present orders, any increase of more than 10 per cent since January 15, 1950, must be approved by the Economic Stabilization Administrator. Tobin stated that in all three instances, and in a great many other cases now on file, the Administrator had refused to act. He charged that the Administrator is using his power as a club to drive labor representatives back to the board, which they left some weeks ago.

Labor's Determination

The recent United Labor Policy Committee mass meeting in Washington, D. C., was described by the speaker as an indication of labor's determination to fight on a unified basis for greater participation in the defense mobilization program and improvement in the general wage-price situation.

Tobin bluntly told the delegates that there is little hope under the present setup of labor receiving approval from the Stabilization Administrator for any wage increases above the 10 per cent. He stated that cases involving this question are literally "stacked to the ceiling" in the stabilization office, but that no effort is being made to decide them. Inasmuch as the Defense Act expires on June 30, 1951, carrying with it the whole wage and price machinery, he said that labor can probably be more effective by remaining outside the Board.

An illustration of the value of Conference procedure was given the warehouse delegates when Lewis Harkins, San Francisco, director of the Western Cannery Council and secretary of the National Cannery workers' division, discussed the problem of organizing the frozen-food industry. Harkins told of a strike which has been in progress for many months in California. In this instance, the struck concern is opening sales branches in the Middle West and East and attempting

to push its products under a wide variety of trade names. He urged the warehouse local secretaries to take notice of the activities of this non-union firm and to reply to the questionnaires recently sent out by the cannery group, which is trying to trace these non-union commodities to the various sales areas.

Harkins also spoke of the importance to the Teamsters of the Labor Department hearings in Washington, D. C., with respect to a new definition of the area of production. This matter affects all produce warehousing, he said. Harkins will participate in the hearings in the hope of getting a definition that will protect the interests of workers in food processing.

Chairman Hartsough assured Harkins and the Cannery Division, which had several delegates at the session, that the Warehouse Conference would grant its hearty cooperation. The chairman also urged warehouse local secretaries to reply to requests for information from the cannery unions.

Protective Clauses

Following the discussion which resulted in the adoption of the motion requesting the International Union to assist in working out the uniform expiration date problem affecting national concerns, Vice Chairman Brennan discussed the Policy Committee's recommendation that all locals insert protective clauses in their next contracts respecting strikes and picket lines. He

pointed out that many locals do not have such clauses in their present contracts and urged them to take this action at their earliest opportunity. The Policy Committee has samples of such clauses which have been passed upon by attorneys and are recommended for adoption.

To implement the program of the Conference, a motion by Harold Gibbons, St. Louis, was passed unanimously authorizing area conferences to proceed at once to carry out the plans of the National Conference.

George Mock, secretary of the National Conference, was warmly praised by several of the delegates following the presentation of his detailed report.

Mock Gives Report

Secretary Mock urged the continued cooperation of the locals in supplying his office with agreements from which pertinent facts can be drawn for the benefit of many other locals. He said the statistical work of the office would continue as there seemed to be an increasing demand for it. The increased use of the conference office as a clearing house for contract problems is an indication of the unmistakable value of the National Warehouse Conference.

At the conclusion of the general session, Bernard Marcus, Local No. 169, Philadelphia, urged that the Conference direct the Policy Committee hold its next meeting in his home city. The matter was referred to the committee.

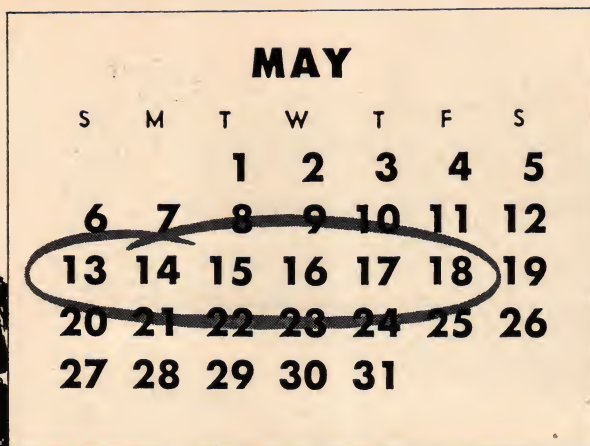
Need for Highway Priorities Sighted

Need for concentrating available materials and resources for work on the nation's vital traffic arteries is emphasized in the current difficulties of obtaining equipment and materials for highway construction, declares a recent issue of the *Tax Economics Bulletin*.

A survey by the *Bulletin* indicates those road building projects which are not ruled essential to national

security will have great difficulty obtaining equipment and materials.

The *Bulletin* recalled that President Truman in his budget message recognized the problem of meeting the road shortage when he declared that "we must concentrate in the present emergency upon overcoming those road deficiencies which are most serious from the standpoint of defense or essential civilian traffic."



1951 National Checking Campaign

MIDNIGHT MAY 13 — MIDNIGHT MAY 18

WITH intelligent, planned hard work by all those concerned, the success of the third annual Teamsters' National Checking Campaign cannot be other than a resounding success.

Scheduled for the five days from midnight, May 13, through midnight, May 18, the Checking Campaign will enable the International and the Locals to achieve a realization of where organizing has paid off best and where more organizing efforts are most needed.

It will touch the unorganized men in our jurisdictions and will impress upon them the peculiarity of their position.

The checking campaign will uncover those members who, for one reason or another, have become delinquent in the payment of their dues.

Two previous years' experience will contribute to make this National Checking Campaign the most successful ever. Each local will be organized to conduct the checking operations at those points and establishments where best results will be obtained.

Sensible delegation of duties and authority are vital to the success of the campaign, for no one man in any local, nor even any two men in any but the very smallest locals, can make the campaign a success.

The checking campaign is designed simply to find out how many people working in the various locals' jurisdictions are members of the I.B.T. With this information, we can better plan future organizing. Plans for the checking campaign were worked out at the recent meetings of the National Over-The-Road Trade and Automotive Petroleum Trades Divisions and the National Warehouse Conference in Chicago during the latter part of March.

The same general plan of operation followed in the two previous years will be followed. Checking will be carried on at various vantage points such as weighing stations, terminals, freight docks and warehouses.

Checkers, working in pairs, will naturally obtain any needed permissions before intruding on employers' properties. The checkers will request the due books or receipts for dues from those working in our jurisdictions. All this must be carried on in an orderly, peaceful and businesslike manner. No demands may be made against the wills of the workers contacted. No money will be collected, even if the worker offers it. Instruct him to pay his dues in the usual manner. Under no conditions will trucks be stopped. Under no conditions can any actions be taken which might be

construed as interfering with the normal conduct of business.

This checking campaign should be carried on according to the basis of work. If work progresses eight hours, or 16 or 24 the checking should be on the same basis. To check for eight hours at a 24-hour-a-day terminal is foolish; it must be a full check.

Each employer should be notified of the dates of the check at once, according to instructions contained herein. A planning meeting should be held. Set aside all matters possible to give fullest attention possible to conducting the campaign. Follow instructions concerning method of checking carefully. Each checker will be furnished and should wear an "Official Truck Check" badge.

It is understandable that, in order to correlate the results of the check from all parts of the country, uniformity of reports is necessary. Checkers and others handling the paper work incident to the check will follow the form prescribed to make the check work smoothly.

Our goal is to contact each and every man and woman working in our jurisdictions from Canada to Mexico and from Maine to California. It can be done with the wholehearted support and full cooperation of each and every member.

HERE'S THE NEW 1951 REPORT CARD

THIS CARD TO BE RETAINED BY YOUR LOCAL UNION

CHECKER:
FILL IN THIS CARD ONLY. DO NOT FILL IN BOTTOM CARD

**1951 CHECKER'S REPORT
TEAMSTERS' TRUCK CHECK**

EMPLOYER'S NAME *John Doe Trucking Line*

DRIVER'S NAME *Frank Blank*

DRIVER'S LOCAL *1776* CITY *His Town* STATE *His State*

DRIVER'S STANDING *O.K.* CHECKER'S NAME *A.P. Smith* CHECKER'S LOCAL No. *874*

AT END OF APRIL

WHERE TRUCK WAS CHECKED *Weighing St. #5* DATE *May 14* TIME *9 A.M.* RATE OF PAY *9 AM*

IS THIS TRUCK FILED AND SERVICED BY A MEMBER OF YOUR INTERNATIONAL UNION? ☒ YES ☐ NO

REMARKS MAY BE NOTED ON REVERSE

TO BE TYPED BY YOUR LOCAL UNION AND SENT TO: Fred Tobin, International of Teamsters, Room 438 Bowen Bldg., 821 15th Street, Washington 5, D. C.

CHECKER:
DO NOT TEAR OFF OR WRITE ON THIS PART OF CARD

**1951 CHECKER'S REPORT
TEAMSTERS' TRUCK CHECK**

EMPLOYER'S NAME

DRIVER'S NAME

DRIVER'S LOCAL

STATE

CHECKER'S LOCAL No.

DATE

TIME

RATE OF PAY

WHEN CHECKED

SERVICED BY A MEMBER OF YOUR INTERNATIONAL UNION? ☐ YES ☐ NO

REMARKS MAY BE NOTED ON REVERSE

**Teamsters... be prepared
to give Checking Agents
Required Information.**

Instructions to *Checkers*

TEAMSTERS' TRUCK CHECK May 13th-18th



To the Secretaries of all Teamster Local Unions and Joint Councils:

1 Notify all employers immediately, using as a model the suggested form letter to be included in the instructions being sent to Local Unions and Joint Councils. Be sure to use your own stationery.

2 If your Local or Joint Council has not yet held a meeting to make definite plans for carrying on this year's checking campaign, see that the date for such meeting is set today.

3 Every secretary and business agent of every Local Union in the United States, as well as the organizing personnel of all Joint Councils, will be expected to set aside every possible moment to participate in this checking campaign. This means all Local Unions, no matter what crafts they cover.

4 In past checking campaigns experience has proved that checkers working in teams of two yield most effective results.

5 It is the responsibility of your Local Union to set up detailed checking plans, such as where drivers will be checked: at weighing stations, railroad terminals, freight docks, team tracks, warehouses, service stations and other key points pertaining

to your own particular craft, in order that the 1951 checking may be expedited.

6 Checking agents, when checking drivers, knowing the conditions prevailing in their own localities, will be governed accordingly.

7 Notify every member of your Local, by mail and through business agents, shop stewards, and other contacts, that he must be in good standing on or before May 13. Impress upon each driver that his failure to keep in good standing with his Local Union may jeopardize his employment. *Bear this in mind:* Any employer who is under a union shop agreement with your Local violates that agreement if he retains in his employment (after thirty-day trial period) non-members or members not in good standing. When he signed his agreement with your Local, he made a solemn and binding commitment to abide by and to respect all of its terms, including the pledge to retain in employment only members of your Local in good standing.

8 Checkers have found that the use of a clipboard makes checking easier and handling report cards more convenient.

Recommended Procedure for All Checking Agents



Emphasize courtesy in all contacts while engaged in this checking campaign. Courteous approach to the driver and helper will result in better cooperation and understanding. Be certain that every agent or representative engaged in this checking campaign carries identification credentials at all times and that his own due book is in good order.

Emphasize that agents checking trucks will NOT collect dues. *This is extremely important.* Drivers must see to it that they are in good standing.

Be sure to emphasize this fact to each employer: If he carries out his part of his contract with your Local Union with respect to retaining in employment only members in good standing of the Local Union, checking of his employees will be made easier.

When checking, ask driver in courteous manner to cooperate by showing his due book or receipts for dues. Explain that this check is necessary to be certain that no non-union men are working on the equipment in violation of your agreement with your employers.

It is strongly recommended to each secretary that in all instances where union shop

agreements are in effect, the responsibility for retaining in employment **ONLY** members in good standing in your Local be placed upon the employer. Stress this fact when informing such employers of this checking campaign, so that there can be no misunderstanding. Inform such employers that if violations of your agreement on their part result in work stoppages affecting their equipment, they will be solely responsible.

Emphasize over and over again to your employers that there will be no undue delays to equipment because of this checking campaign, *provided* the employer himself is not violating his agreement with your Local Union by continuing to employ drivers who are not union members in good standing.

In contacting each driver, see that his due book or receipts show he is paid up and in good standing for the month of April. If his book or receipts show him to be in good standing, paste the gummed check label on the last page of the due book facing the Union Service shop card under the word "Assessments" or on the back of his April receipt. Write in on the gummed check label the day the driver is checked and the signa-

ture of the checker. These gummed check labels are being sent from Washington, D. C. headquarters office, under separate cover to the secretary of each Local Union.



Checkers will again be provided an "Official Truck Check" identification badge to be worn on the lapel during all checking operations. This badge will furnish distinctive identification.

In the event the driver is found to be in bad standing, or is a non-member, the checker will carry out the instructions of your Local Union or Joint Council with respect to his continued employment.

Secretaries of Local Unions may obtain additional supplies of the gummed check labels from the Washington Office of the International Union. In case of shortage, communicate with Fred Tobin, International Brotherhood of Teamsters, 438 Bowen Building, 821 15th Street, N.W., Washington 5, D. C. Be sure that these labels are not supplied to anyone except authorized checking agents and that each checking agent understands that all labels must be strictly accounted for to his Local Union secretary.

Yellow report cards for use of authorized checking agents are being furnished. These



cards also are being sent from Washington at the same time to each Local Union or Joint Council secretary and he will distribute the checking kit in sufficient quantities to checking agents.

Checking agents must fill out these report cards and return them to their Local secretaries daily and the secretaries must make certain that they are immediately tabulated. Please keep these report cards clean, and write legibly.

Follow instructions on checker's report cards carefully. Checkers are to fill in the TOP part of the two-part card. The BOTTOM part will be typed by your Local Union and sent to Fred Tobin, International Brotherhood of Teamsters, 438 Bowen Building, 821 15th Street, N.W., Washington 5, D. C.

**PLEASE COOPERATE WITH YOUR
CHECKING AGENT**

National Over-the-Road Conference in Chicago



When the Over-the-Road National Conference met in Chicago March 30 representatives were present from all parts of the United States. The above photograph taken in the Palmer House where meetings were held shows the morning session of the conference. Seated on the front row from left, in the immediate foreground of picture, are: David Kaplan, Teamster statistician and economist; J. Albert Woll, union attorney; Dave Beck, executive vice president; Einar Mohn, general organizer; John F. English, general secretary-treasurer, and Albert Evans, general organizer. The conference was preceded by a two-day policy committee meeting of the trade division at which plans and recommendations were made for submittal to the general session.

Report on Chicago Conferences

THE 1951 Teamsters' National Checking Campaign will begin at Midnight Sunday, May 13, and extend through Friday, May 18, 1951.

The dates for the 1951 check were established and plans for the annual campaign were made at a series of conferences of the National Over-the-Road Trade Division, its Policy Committee, and Teamster delegates attending collateral meetings of the Automotive Petroleum Trades Division and the National Warehouse Conference in Chicago, March 26-31.

More than 400 delegates attended the general conference of the Over-the-Road Division March 30, which followed three days of policy sessions. The delegates at the Chicago meetings which were held at the Palmer House:

1. Set the dates of the 1951 checking campaign, developed

Over-the-Road and Automotive Petroleum Trades Divisions and Warehouse Conference Meet; Joint Sessions Set Dates for 1951 Checking Campaign

and approved detailed plans for procedures to be followed this year.

2. Heard addresses on the Interstate Commerce Commission and its conduct with relation to highway safety and gypsy trucking practices from former Senator Burton K. Wheeler and Frank Tobin, Research Director of the International Brotherhood of Teamsters.
3. Heard a report on progress of membership in the Teamsters' Union from John F. English, General Secretary-Treasurer.
4. Heard a progress report from Executive Vice President Dave

Beck, chairman of the conference.

5. Heard an address on the current plans of the Post Office Department to shift short-haul mail from railroads to motor transport from Assistant Postmaster General John M. Redding.

The general conference of the National Over-the-Road Trade Division was preceded by policy sessions of the National Automotive Trades Division and the Over-the-Road conference.

The National Automotive Trades Division, presided over by Melroy Horn, chairman, Local No. 618,



AUTOMOTIVE TRADES CONFERENCE POLICY COMMITTEE—Members of the Policy Committee of the Automotive Trades Conference took time out from a busy two-day session in Chicago March 26-27 to pose for a group photo. **FIRST ROW** (left to right)—Ray Leheney, secretary-treasurer of the Union Label Trades department (AFL) a guest at the meeting; Joseph Caminiti, No. 982; Gordon Lindsay, Western Conference of Teamsters; Melroy Horn, No. 618, policy committee chairman; Edwin Dorsey, No. 618, secretary; Harry Jackson, No. 977, and Arnold Moss, No. 665. **SECOND ROW**—Ralph Benjamin, editor of the "Washington Teamster"; Dominic Zinga, No. 841; John Saicic, No. 600; William Ryan, No. 600; Herbert Bailey, No. 452; Lester Baum, No. 971; Dale Ferris, No. 604; and C. G. Fitzpatrick, No. 170. **BACK ROW**—Fred Tobin, Washington office of the International Union; Robert L. Graham, Western Conference of Teamsters; Joseph Baker, No. 600; Daniel DeGregory, No. 926; Edward Hartzler, No. 90; William McKeon, No. 241; Robert May, Joint Council No. 54; and William York, No. 78. Plans for intensive organizing efforts were made at the conference.

St. Louis, Mo., made plans for intensive organization efforts in selected cities in 1951 and voted to begin to raise funds at once to finance the campaign. The selection of the cities was left by the committee to Chairman Horn and Policy Committee Secretary Edwin Dorsey, Local No. 618, St. Louis, Mo., subject to approval of Executive Vice President Beck.

• The division policy committee members also urged that the use and recognition of the importance of the union shop card be stressed in the 1951 national checking campaign. The committee further approved a plan to prepare and have included in each checker's kit a supply of pamphlets designed to explain the importance of the union shop card.

Vice President Beck met with the policy committee and discussed with it plans for intensifying publicity in behalf of the union shop card. He pointed out that it is highly necessary for the Teamsters to demand for their personal and family cars union-serviced fuel. He said that notwithstanding the fact that although the use of the union shop card in automotive service stations is not yet widely adopted, the psychological value of requesting union service will be a major step toward effecting actual organization in a field which has one of the greatest potentials in the entire Teamster movement.

Cooperative Relations

Since the expansion of the union stems from the general truck driver locals, it is highly important that the Automotive Trades Division develop a cooperative relationship with these locals, Beck said.

Warehouse policy committee members were meeting also during the week to discuss plans of closer working relations with the Over-the-Road drivers. The warehouse committee members discussed progress of organization in the warehouse field generally and in the San Francisco Bay area particularly. A major point of discussion was stressed by



PLAN WAREHOUSE DRIVE—Edward Hartsough, Local No. 169, Philadelphia, president, and George Mock, secretary of the National Warehouse Conference, make plans for increasing scope of membership drive in the warehouse field. This photo was made at the Palmer House in Chicago where conference members met.

George Mock, Secretary of the National Warehouse Conference. Concerned the efforts to obtain uniform expiration dates of contracts with those of Over-the-Road drivers. Many employers are statewide and area-wide and affect the work of both Over-the-Road drivers and warehousemen.

Secretary Mock reported the winning of a major NLRB election in the San Francisco Bay area which will result in adding a substantial number of members to the Teamsters' Union. He reported on policy committee discussions at the general Over-the-Road Conference session and urged the appointment of a joint committee of the two conferences, to handle matters of mutual concern.

Executive Vice President Beck opened the Policy Committee sessions of the National Over-the-Road Conference Wednesday morning March 28. The meetings, which covered all phases of detailed planning for the 1951 checking campaign, adjourned late Thursday afternoon.

Chairman Beck outlined in detail the organizational plans of the National Trade Divisions and their progress to date. He then called on Frank Tobin, Teamster Research

Director, who had just appeared before the Senate Interstate Commerce Committee on instructions of the National Executive Board, in opposition to the confirmation for reappointment of I. C. C. Commissioner John Rogers. (See page 25 for full text of Tobin's statement).

The Policy Committee then reviewed all the items in the checking campaign kit, made revisions, and set the date for the 1951 campaign subject to approval by the general conference. The final session of the Policy Committee was taken up with a discussion of state and regional conference problems and contracts.

Need for Action

In outlining problems ahead Beck emphasized the need for action on both the legislative and economic fronts. He told the committee members that the International Brotherhood of Teamsters must study the problems of legislation in both Federal and state areas to prevent harmful legislation and to advance progressive proposals. He said that Teamsters can only prosper if the trucking transport industry prospers. He cited the need for cooperation with the trucking industry in many phases of activity.

"We do not agree with the ATA

on all matters by any means," Beck said, "but there are some fundamental things affecting both the operation and the union which are of vital concern."

He said that he had been working with representatives of the industry in an effort to obtain allocation of adequate supplies of rubber, steel and other materials in order to keep trucks and truck-trailers rolling.

Chairman Beck also declared that it is necessary for the Teamsters to establish a National Over-the-Road Division Headquarters in Washington, D. C., staffed by expert personnel, to deal with the I. C. C. problems confronting the union and the industry as well as such matters as the allocation of steel, rubber and other vital or critical commodities required to keep the trucking industry functioning for defense. This declaration was greeted with instant and unanimous approval by the committee members.

Conference Secretary Al Evans reported to the Policy Committee on the activities of the conference since the 1950 meeting. The detailed report covered all phases of activity and indicated an encouraging growth in both membership of the trade division and a growth in the recognition of the importance of Over-the-Road jurisdiction.

When the National Over-the-Road Conference convened Friday, March 30, more than 400 delegates representing all parts of the United States were present. The delegates heard a progress report from Executive Vice President Beck, presiding officer, before he introduced General Secretary-Treasurer John F. English. In introducing the General Secretary-Treasurer, Chairman Beck praised Mr. English as "one of the great men of the labor movement."

Secretary-Treasurer English praised the conference method of



Secretary-Treasurer English

organization and complimented the delegates on the marked progress which had been made since national trade division work began three and a half years ago. He traced the progress of the International Brotherhood of Teamsters from the beginning on a local union basis, through the formation of joint councils and later area conferences. He said that the value of national trade divisions are proving their worth in terms of organization and looked forward to further progress in this field in the months and years to come.

In reviewing his observations of conference progress, the general officer said, "As all of you will recall when I spoke to you two years ago, I stated that the International would go along wholeheartedly with your program and would expend as much time and money as it deemed necessary. To date, during this two year period, a sum of money has been expended by your International Union to the tune of \$205,000."

He praised the local union officers and said that the strength of the union depends upon the energy applied in the local areas. He cited membership figures indicating a healthy growth of the union and

said he concluded from his survey of progress that the trade division organizing technique is resulting in substantial additions to the Teamster rolls.

Upon introducing the next speaker, Assistant Postmaster General John M. Redding, Vice President Beck told the delegates that the shift in transporting a share of mail from rails to trucking affords an exceptional opportunity for Teamsters to show the Government how they can cooperate. Turning to the postal official, Beck said, "The Teamsters' Union recognize that by switching from rail to truck in the handling of mail, the Post Office Department has placed a great responsibility both upon the industry and the truck driver. We understand fully the policy of the Department that the mail must go through at all times. We have been thinking about these things and we want you to know that we understand our responsibility."

"Dave Beck evidently believes in laying it on the line—and we in the Post Office Department think that's a good way to work," Redding said in acknowledging his introduction.

The Assistant Postmaster General who is also head of the Department's Bureau of Transportation, discussed the origin of the shift in short-haul mail from railroads to motor transport. He was listened to with close attention by the delegates who realized they were receiving from an authoritative source information on what Redding described as the most important development in mail transport since the inauguration of air mail. (See page 19 for complete address).

In commenting on the address, Beck said the Teamsters appreciate the obligation and responsibility of the union in helping the Government solve this new mail carrying problem

The Check that Pays Your Job Insurance





Burton K. Wheeler

and said, "I will recommend that a committee of competent men from the Teamsters Union be appointed to study the entire problem of handling mail by motor truck and that we be prepared to assist the trucking industry in solving all of the problems that will confront the Post Office Department. We must develop the machinery to carry out this new plan for the benefit of the public."

Former Senator Wheeler of Montana, for many years chairman of the Interstate Commerce Committee of the Senate and author of the present Motor Carrier Act, was the next speaker. Wheeler is special counsel for the International Brotherhood of Teamsters in matters pending before the Interstate Commerce Commission. He has appeared frequently before national trade division Teamster Conferences and has represented the union in litigation before the United States Supreme Court.

"No man in America is better qualified to understand Interstate Commerce Commission matters and the regulation of motor carriers than is Senator Wheeler," Vice President Beck said in complimenting the speaker, "He is also an historic friend of labor. Through more than 20 years in the United States Senate and many years before that in public life and private law practice Senator Wheeler proved that he has a deep

feeling for men and women who toil for a living."

In commenting on Wheeler's appearance before the Interstate Commerce Commission on behalf of the Teamsters, Beck said, "We want an I. C. C. which will represent the interests of all the people—not merely the rails, or the water carriers or the trucking industry. We do not want a rubber stamp commission nor do we want a commission that dodges its responsibility, for we know that the wage-earners suffer from the failure of the I. C. C. to carry out the mandates of the Motor Carrier Act. We are opposed to the appointment of men who do not measure up to their responsibilities."

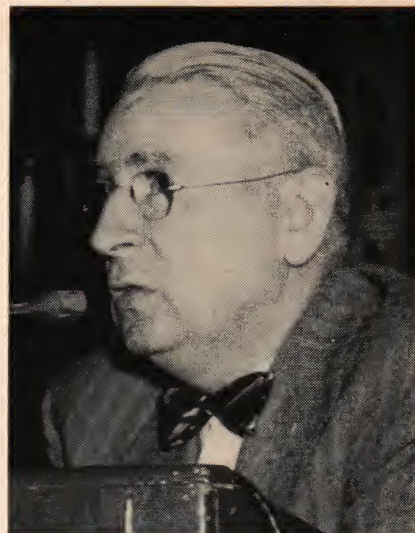
In addressing the delegates Senator Wheeler traced the development of regulatory agencies and made specific reference to the Interstate Commerce Commission. He said that it had been the custom of the railroads to go to both major political parties and indicate their desire to have a favorable nominee on the I. C. C. and on the Supreme Court—and usually got them.

Agencies Controlled

"One of the great weaknesses of the regulatory system in the past has been that the agencies set up by the Government to correct abuses and regulate great industries in turn reach a point where the agencies themselves are regulated by the industry they are designed to control," he said.

"I am more at home with a labor group than with any other type of audience," the former Senator continued, in tracing his fight for the working man from the days he served in the Montana legislature through 24 years in the United States Senate. "Some of us fought for labor in the days when it was tough. Today you will find many who are apparently willing to fight when it is easy, but times may change and it may again become tough. How many of your fair weather friends will stay with you then?"

Referring to congressional labor



Research Director Tobin

legislation Wheeler said, "I voted for the Wagner Act, but even then I was not sure it was good for labor. Labor should remember that Congress can change its complexion. If a friendly Congress passes favorable laws, an unfriendly one can as well pass adverse legislation. It is a mistake for labor organizations to come to Washington to ask Government to take care of their problems. The Teamsters have never done this—they have been able to take care of themselves."

Discussing Teamster policy before Government agencies, Wheeler said, "In the recent hearings before the I. C. C. the Teamsters did not come in asking for regulations to promote their own interests. They made the whole fight to protect the public welfare. Your members did a great job in presenting the evidence. They came in and explained exactly how the law is being violated. They showed how the regulations on highway safety were being broken or ignored."

"We also had truck operators who supported the union's position, but were afraid to testify because of what they feared the commission might do them in retaliation at some future date. As the result of these extensive hearings, an examiner made a report and a recommended order which was a great step forward in the protection of the public on the

highways. This report then went to Division V of the Commission and there it was completely emasculated. Division V was content to let the old violations continue.

"I was utterly amazed when I saw how the Interstate Commerce Commission had failed ever since the passage of the Motor Carrier Act to carry out its provisions with respect to public safety. The condition of chaos is as great today as it was before the bill was passed. It has made me wonder sometimes if the Motor Carrier Act should have been passed at all.

"The entire matter is now before the Interstate Commerce Commission on appeal and no one can predict what will happen. Commissioner John Rogers was more responsible than any other member for this failure to protect the public interest, because he is called an expert in these matters. At the recent hearings before the Senate Interstate Commerce Committee on the reappointment of Rogers, many men in the trucking industry told us they regarded Rogers as incompetent, but they were afraid to testify to that effect because of what might happen to them in some future matter before the commission. Frank Tobin, your research director, was very courageous when he appeared before the Senate Committee in opposition to the confirmation of Rogers. There was nothing personal in his opposition—it was based solely on the fact that Rogers has neglected his duty to the public on the question of safety on the highways.

"Old Story" Was Related

"When the failure of the commission to enforce the act became apparent it was called before the Senate Committee and it pleaded the old, old story that it did not have sufficient funds for enforcement. This is what Government agencies always do when they are called to account for failure to do their duty—they pass the buck back to Congress in the same old way with a plea for more and still more money.

"The Teamsters' Union has a great responsibility in this matter of safety on the highways. I am glad to know that the Teamsters recognize that fact and are willing to carry on the fight no matter how long it takes or how tough the going may be," he concluded.

Thanking Senator Wheeler for his address, Vice President Beck said, "I hope Burton K. Wheeler will continue to advise and represent this union for a long, long time to come."

The Chairman then called upon Conference Secretary Al Evans, General Organizer, to make the report of the Policy Committee. The principal points of procedure as presented by the Secretary were:

1. The dates for the 1951 national checking campaign are: midnight May 13 through Friday, May 18. This date is new. The tentative date of May 6-11 as appearing in last month's *INTERNATIONAL TEAMSTER* was considered by the

Two Conclave Delegates Meet Death

Tragedy struck twice during the recent Chicago trade division conferences and resulted in the death of two delegates who had planned to attend all meetings.

Samuel M. ("Mel") Andrews, Local No. 309, Seattle, Wash., died of a heart attack in Chicago March 28.

Don Stansell, Local No. 962, Medford, Oreg., was killed in the crash of his small private plane in Arizona March 26.



Mel Andrews



Don Stansell

Andrews was secretary of the Service Station and Parking Lot Attendants Local. He attended the meetings Monday and Tuesday, March 26 and 27. He died early Wednesday morning. He was seized with the heart attack while with a close friend and union associate, Gordon Lindsay of Seattle.

Andrews had been secretary of No. 309 since 1947 and prior to that time had served as business agent of No. 44 since 1939. Before joining the Teamsters as an organizer

he was employed at the Commercial Automotive Service for eight years.

The Seattle local union official was a native of Washington. He leaves a wife and two sons, James, 12, and Steven, 10.

Don Stansell was en route to the Chicago meetings in his private Navion airplane with John A. Tuttle, a Medford, Oreg., equipment dealer. They had cleared Las Vegas, Nev., Monday morning, March 26 at 10:35 o'clock and reached Tucson late in the afternoon. Just outside Dragoon, Ariz., a passing motorist on U. S. Highway 66 spotted a small plane trying to break out of a spin in low, overcast clouds.

The plane disappeared in the mountainous area and shortly thereafter an explosion was heard. Arizona state police at Benson, Ariz., were notified and a search was immediately started. Low visibility and severe air turbulence hampered search activities. When searchers found the plane, both Stansell and Tuttle were dead.

The Oregon Teamster had been secretary Local No. 962 for the past ten years. He had also served on the executive board of the Joint Council No. 37, Portland, and in the Western Conference of Teamsters. He was known on the West Coast in former years as a speed boat racer and held several titles.

Stansell was married and the father of two daughters.

Policy Committee and the new time set as being a period most convenient to plans of local union and joint councils.

2. The checker's cards will have but slight revision over that used last year. (See page 8 for a reproduction of the 1951 card.) The driver's due book number will be noted after his name by the checker. An additional question will be added to the 1951 card: "Is this truck fueled and serviced by a member of our International Union?"

The 1951 card will be in two sections, as was last year's. The top section will be retained by the local union and the lower section will be sent to the Washington office of the International Union. Last year the lower section of the card was sent to the area conference. Sending the card to Washington is an important change adopted by the Policy Committee.

3. The general supplies for the checker were reviewed and a change in color scheme will be adopted to distinguish the card, badge, etc., from the supplies used last year. The same type of gummed sticker will be used for the due book and the same type of badge with a slight change in wording with the words "1951 Teamsters, Truck Check." Full details appear in this issue.

Following Evans presentation, the report of the Policy Committee, including the recommended change in date, was unanimously approved.

Beck Praises Delegates

In closing the conference, Vice President Beck praised the delegates and Policy Committee members for coming to the Trade Division sessions to develop plans and procedures for the 1951 checking campaign. He then called attention to the next general convention which will be held in August 1952 and

the Executive Board of the International will select the city. He urged every local union to start making plans to have every delegate to which it is entitled to be in attendance at the convention.

Beck praised General President Daniel J. Tobin for the excellent support given by the International to the trade division organization work since its inception. Beck said, "Our General President is the outstanding man of this International Union. I pray that he will have many years yet to lead us. The greatest help we can be to him is to make his job a little bit easier. He has earned this by his many years of work for you and for me. Let us never forget our loyalty. I hope that I shall be spared to nominate him for reelection at our next national convention and the one after that, too."

Deaths Reported

Before adjourning the conference Beck reported with deep regret the death of two delegates to the conference: Samuel M. Andrews, Local No. 309, Seattle, Wash., and Don Stansell, Local No. 962, Medford, Oreg. Andrews died of a heart attack in a Chicago hotel Tuesday evening, March 27, after attending a Policy Committee meeting of the Automotive Trades Division. Stansell was killed in the crash of his private plane Monday, March 26, en route to Chicago to attend the meetings. (See page 17 for detailed story.)

In commenting on the death of the two delegates, Vice President Beck observed: "How small and unimportant are the differences of opinion appear when viewed in the light of the sacrifice made by these two men and others who have given their lives to improve the lot of their fellowmen."

Urge Minimum Pay To Halt 'Wetbacks'

Gladwin Hill concluded a series of five articles in the *New York Times* on the use of illegal "wetback" Mexican farm laborers in the Southwest with a suggestion that a minimum federal wage applying to agriculture workers might help solve the problem.

Mr. Hill discussed possible remedies to help solve the problem, which he said some sources felt was merely a matter of wage chiseling. He said in part:

"Organized labor in the United States, as expressed in repeated declarations particularly of the American Federation of Labor and its affiliates, contends that the agitation in the United States since World War II about obtaining alien labor generally has been an oblique effort to undercut American Workers, predicated on illusory 'shortages' of domestic labor.

"This contention is at least partially corroborated by a recent study at the University of Texas, previously cited in these articles, which concluded that the labor needs of certain key farm areas could, with adequate inducements, be filled entirely from within the state.

"From labor and independent observers of the wetback problem, including educators, economists, sociologists and welfare and church agencies, the suggestion also has come that the wage chiseling that underlies the wetback influx might be obliterated by applying federal minimum wages to agriculture, at least in cotton, which is a government-subsidized crop around which much of the wetback traffic revolves."

Cooperate With Checkers ✓✓

U. S. Mail and Role of Trucking

(Following is the major portion of the address given by John M. Redding, Assistant Postmaster General, at the Over-the-Road Conference of Teamsters in Chicago, March 30.)

TRUCK transportation has long been one of the means by which the Post Office Department moved the mails.

On January 1, 1951, the date on which the new railway mail pay rate structure went into effect, there were roughly 11,500 star routes in existence, most of which involved truck movements of mail. These star routes were in operation over some 229 million route miles of highway.

Thus the Post Office Department's star routes are in themselves no small operation.

In recent hearings before the House of Representatives Appropriations Committee, the Post Office Department Bureau of Transportation asked for and was given 29 million dollars for trucking the mails in fiscal year 1952. . . .

"Change is Mammoth"

We in the Bureau of Transportation, in the entire Post Office Department, are caught up in a mammoth change in the basic integration of our postal transportation system that will double, perhaps treble the millions assigned to buying mail transport in trucks. It will increase the mileage by an equal ratio, and that means fuller utilization of trucks and men; it means more trucks, and, of course, more drivers.

What has happened is, that on February 19, as a result of the new rate structure, which I mentioned a moment ago, the Post Office Department announced a basic change in its policy of transporting the mails, a change which is the most impor-

John M. Redding, Assistant Postmaster General, Tells of Decision to Use More Trucks in Moving Mails on Short Hauls

tant made since the inception of the air mail service.

The announcement was, that due to the high cost of moving the mails on short hauls over the rails the Post Office Department would move actively to shift the bulk of this short haul mail from rails to the highways.

At the time this announcement was made, we estimated that the area in which the change would be made covered some \$100 million dollars of mail traffic on an annual basis.

In addition we said, that, as a general thing, this change would take place within a radius of 200 miles of our mail terminals.

We recognized that physical problems might prevent us from shifting all of this traffic. The lack of terminal space on one end or the other of a proposed truck route, or at both ends, might limit us in specific instances.

We stressed that the move was primarily an economic one—to take advantage of the ability of truckers to move the mail cheaply and expeditiously. In no case, and I want to emphasize this, in no case will we make the change for the fun of making change. Nor will we make changes that will hurt the mail service. Nor will we make changes



PLEDGES UNION'S COOPERATION—Executive Vice President Dave Beck (left) congratulates Assistant Postmaster General John M. Redding for his address before the Over-the-Road Conference at Chicago March 30. Vice President Beck pledged the cooperation of the International Brotherhood of Teamsters in the Post Office Department's schedule of carrying short haul mail by motor transport.

that are not economical. That is our basic policy.

Recently in Washington, at a meeting of the heads of the Postal Transportation Service, Frank Tobin, of the International Brotherhood of Teamsters, stated that this change should have been made 15 or 20 years ago.

I would not quarrel with that statement.

But the fact is that there was no economic incentive upon the Post Office Department to make the change.

As a matter of fact, the Post Office Department until January 1, 1951, was enjoying bargain rates on its short haul movement of the mails by rail.

I don't mean to imply that the railroads were doing this out of the kindness of their hearts.

But the railway mail pay structure placed into effect in 1926, worked out to the Post Office Department's advantage on the short hauls.

What happened was that this rate, placed into effect in 1926, was solely a line haul rate. There was no provision for terminal costs which were to be absorbed in the line haul rate.

For long haul mail that rate was, and still is, a fair and reasonable one. In fact the proposals of the Post Office Department made to the Interstate Commerce Commission in the present railway mail pay case would lower the present line haul rate and, in fact, provide reductions in the mail pay on the long haul by rail. . . .

The long haul railroads did all right under the old rate.

But the short haul railroads suffered. . . .

On the railroad petition for relief, the I. C. C. considered that changing times demanded changed practice. They ordered a new rate

structure which corrected this point. They also, on the request of the Post Office Department, ended the round trip provisions which required the Post Office Department to pay for the movement of mail cars in both directions even though these cars might return empty. . . .

It may be that from a standpoint of overall efficiency we *are* behind the times in making this shift, as Mr. Tobin stated. Yet, I believe that each of you will understand the reasons why that shift has not been made before this.

Service Up to Date

But the figures for our present truck operation will show you we are not completely lost in the field even with the lag brought about by the peculiarities of the mail rate in the past. . . .

I might say that mail service generally is one of those every-day things of life that people seldom think about unless it fails. To properly understand mail transportation, we must understand mail.

To begin with, mail is a fairly light commodity averaging 14.2 pounds to the cubic foot and is handled in bags which average about 40 pounds in weight: In terms of trucks, 20,000 pounds or 10 tons of mail fit comfortably in a 1,400 cubic foot vehicle.

By its nature mail is a highly perishable commodity.

Everybody wants to receive his mail the first thing in the morning, and *almost* everybody, especially business people, deposit outgoing mail the last thing in the evening. Therefore, the really big, important movement of mail is at night.

As an illustration of this demand placed on postal employees for night work, consider this:

Here in Chicago where the Post Office under Postmaster Haderlein

employs approximately 5,000 men on handling outgoing mail for dispatch, 300 men, or 6.5 per cent work from midnight to 8 o'clock in the morning. Eighteen hundred men, or 36.6 per cent work from eight in the morning until four in the afternoon. The rest, roughly 2,900 men, or 57 per cent of the entire force, work from four until midnight.

The conclusion is, of course, that people who do not expect to work at night must stay out of the mail business. . . .

Trucking operations are conducted under the Star Route Law.

These Star Routes take their name from the language used in the bids over the years, which state that the contract should be let "to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference for the mode of such transportation than may be necessary to provide for the celerity, certainty, and security of such transportation." The phrase "celerity, certainty and security" was used so much in bookkeeping that post office men started using asterisks or stars in its place.

Thus the contracts began to be known familiarly as "Star Routes" and, in 1859, 14 years after the Star Route Act was passed, the Department itself formally began to refer to them as such.

Contracts under the Star Route Act are of four-year duration and are renewable without advertising if faithful service is performed.

Advertisements and contracts are specific as to the points to be served, the capacity of the vehicle to be used, the number of trips required each day, and the time schedule on which each trip is to run. These arrangements are based on the normal flow of mail with which the Department is constantly concerned.

Remember the Checking Dates

MIDNIGHT MAY 13TH TO MIDNIGHT MAY 18TH



During peak periods—Christmas, Mother's Day, Easter, etc.—additional service required under these contracts is paid for on a pro-rata basis.

I might say that the mail connections I have described are apparently working fairly well at the present time, for we know that mail is being delivered to our fighting troops on the front line in Korea in from four to six days after mailing. . . .

To help in understanding the magnitude of this mail business, I have gathered a few figures which may be of interest.

Magnitude is Illustrated

First, the estimated total of storage mail transportation per year handled by the Post Office Department is 2,500,000,000 ton miles.

The estimated total of storage mail transportation per day is 6,900,000 ton miles, and the estimated total of storage mail transportation per hour is 290,000 ton miles.

In other words during the quarter hour I have been talking to you, approximately 72,500 ton miles of storage mail have moved over the multiple network of the Postal Transportation System.

Recently the Bureau of Transportation conducted a survey at each of its 172 mail terminals in the United States. These terminal

points, where we maintain transfer clerks and other personnel to regulate the movement of the mails, supplied us with information upon which we intend to base our future truck operations.

These statistics indicate that 49.4 per cent of all the mail is hauled within the 200-mile radius. This breaks down to a percentage of 6.6 per cent of the total, I have already given you, moving in the 25-mile radius; 7.8 per cent moving from 26 to 50 miles; 14.9 per cent moving 51 to 100 miles; and 20.1 per cent moving in the 101 to 200-mile range. Thus 49.4 per cent of all the mail moves over 13.7 per cent of the total ton miles of transportation required. It is obvious that this field is a fertile one for trucking.

There is one other statistic in which I think you would be interested. That the average haul of all mail in the United States is 561 miles, but the average haul of mail east of the Mississippi is only 225 miles and the average haul of all mail in the New England area is approximately 80 miles. These figures, I think, speak for themselves.

There is no question of our need for the service of the truckers in the short haul transportation of mail. But what we must know is:

Can you, in fact, move the mails

cheaply and speedily over the highways?

Can we, in fact, do this without hurting the general economy?

Can you and the Department move this mail, this highly perishable commodity, so as to protect the public interest? Can we—both of us—move the mail that covers the national defense, the humdrum affairs of our daily lives, the morale of our troops, the love letters and the calls to duty, the bills, the remittances, can we move this multitude of letters from every facet of our collective lives, economically and expeditiously by using trucks?

Can we make the necessary connections between routes? Can we operate at night and over weekends when the mails are moving?

Can we finally depend on the trucking companies and more important on the drivers and the International Brotherhood of Teamsters representing them to actually do the work necessary to answer these questions?

If we can depend on getting the right answer—

If we can shift this highly important public interest traffic to the highways in the short haul field now; then we will be in position to move the mails in every field cheaply and expeditiously using the means of transportation best suited to accomplish our objective in each field.

The Post Office Department is betting that we do get the right answers from you men in the trucking industry—the answers that will mean success in this move—success in moving the mails in the best tradition of the postal service, to keep this every-day movement going on every day, night and day, through storm and sun . . . keeping the mail, in fine, moving on to its destination without delay.

The Post Office Department can believe in the answer. We can plan on the basis of that belief.

But, gentlemen, there is only one source from which that answer can come. It is from you.

Chicago Suburbs To Get Truck Mail

Seventy suburbs of Chicago will be receiving mail hauled in by motor truck under the new plan of the Post Office Department to shift short haul mail from rails to truck in a number of selected cities.

John M. Redding, Assistant Postmaster General, announced the plans for the new service March 30, when he came to Chicago to speak to the National Over-the-Road Conference of Teamsters.

Mail will be speeded and money saved under the new plan, Redding said. As part of the program the

Post Office Department is making plans to buy the Gulf, Mobile & Ohio Railroad freight house near the new post office building as a truck terminal for mail handling.

Some 200 trucking firms have been asked for bids on the six routes required to serve the 70 suburban towns. The longest route under the new set-up is 50 miles.

Three other truck routes in the Chicago area are under consideration: Aurora, Joilet, and Blue Island. Bids on these are being delayed because the railroads have asked time to negotiate lower rates.

Rogers' I. C. C. Appointment Hit

MY NAME is Frank Tobin. I am Director of Research of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America. For purposes of further identification, our organization of nearly a million members is what prior witnesses referred to as the "group" or "pressure group" which opposes the confirmation of John Rogers for a further term on the Interstate Commerce Commission. To the contrary, our organization will present the only testimony which is completely disinterested. We are not regulated by the Commission and not dependent on it for favors. We are here representing the public interest.

Judge By His Record

When these hearings opened two weeks ago, this Committee heard John Rogers praised to the skies by his supporters as a remarkably nice fellow. Whether or not he is a pleasant and personable man, we do not believe is too relevant to the question before you. We hold the old-fashioned belief that John Rogers is to be judged by the public record he has made, and on no other basis. The regulation of the trucking industry by the Bureau of Motor Carriers during the last 15 years has been so futile that, had it not been in existence, conditions would probably be no different from what they now are. The technological advances of the automotive industry plus the vigilance of the insurance companies have promoted highway safety to a far greater degree than the Bureau of Motor Carriers. Any improvement in safety conditions has been due to sources other than the Bureau.

The Committee heard relatively little from the supporters of John Rogers about his public record—about the general state of the trucking industry and the effectiveness of

His Record Does Not Justify Approval by Senate, Declares International Research Director; Weak Gestures in Field of Safety Are Cited

The accompanying statement was made before the Senate Committee on Interstate and Foreign Commerce by the International's Director of Research, Frank Tobin.

regulation. Instead, the Committee was treated to a great many platitudes and generalizations to the effect that John Rogers is a very affable and genial and approachable man. I do not know about this. I have not been hanging around his office trying to influence his vote. My supposition is that he has probably been quite affable, genial, and approachable to the group of special pleaders who have appeared before you.

The Chairman of this Committee remarked at the time that the measure of praise heaped on John Rogers was frightening. I heartily endorse this thought. The character and quality of John Rogers' support provide sufficient reasons to refuse to confirm him. It was no accident that this Committee heard a parade of selfish trucking interests and their lawyers outdoing each other in support of Rogers. He is their man. They want him just as long as they can put him over. When a public servant supposed to be regulating an industry gets as beloved by that industry as John Rogers seems to be, then it is time to be suspicious.

May Be Prejudiced

This Committee must have noticed that much of the extravagant praise of Rogers came from lawyers who practice before the Commission. I hope this Committee will give such testimony its proper weight. These witnesses seemed anxious to point out that John

Rogers often voted against them. Most proceedings before the Commission involve controversies between carriers, with one opposing what another seeks. Even John Rogers cannot vote both ways. He frequently must vote in favor of one carrier and against another. But the most important proceedings before the Commission occur when questions arise as to the degree and effectiveness of regulation. Then it may be a question of selfish trucking interests against the public interest. And then John Rogers stands by his friends. The demonstration of John Rogers' friends before this Committee illustrates what has often been said that commissions which have been set up by Congress to regulate an industry, sooner or later, instead of regulating the industry are regulated by the industry.

Responsibility Placed

This Committee has heard very little thus far about the state of the trucking industry John Rogers is responsible for regulating. My testimony will concentrate on giving an account of the present state of motor carrier regulation. We know regulation is at a deplorably low ebb. We know John Rogers is primarily responsible for it. That is the only reason our organization opposes him. It is the only reason but there could not be a better reason.

The Chairman of this Committee succeeded in drawing out John Rogers to some extent as to his opinion of the general state of motor carrier regulation. I hope the Committee took careful note of the attitude John Rogers assumed. He concedes that the present regulation

is unsatisfactory. It is widely and generally known that federal regulation is a dismal failure, and John Rogers knows better than to claim the contrary. Instead of defending his stewardship, he tries to push the blame elsewhere. He is not responsible; it is not his fault; it is the fault of the Congress. If he had more money for a larger safety, inspection, and enforcement staff, all would be different. The sole excuse offered is the supposed inadequacy of Congressional appropriations for enforcement. There is no claim that the basic law is ineffective. There could not be since the Motor Carrier Act of 1935 and the Transportation Act of 1940 both included substantially all the Commission's recommendations as to what powers were necessary for the agency to have.

Excuse is Worthless

The Committee will be well aware that the alleged inadequacy of enforcement funds is a worthless excuse. It seems to be a common failing of federal officials to plead that a little more money from the federal till would solve their problems. It would solve nothing for John Rogers. He cannot excuse his record on this flimsy basis. The trouble with federal regulation of the motor freight industry goes much deeper than the amount of enforcement funds available. The solution lies first in sound and enforceable regulations. Under the guidance of John Rogers, there has not been established the sound underlying conditions for federal regulation.

Federal regulation of the trucking industry is now so lax and ineffective as to warrant serious consideration of its discontinuance. This Committee must know that the states are moving to fill the vacuum created by ineffective federal regulation. This is certainly an unusual situation but it is now the fact. Various state officials have spoken very frankly to me, and said that their states had to take action

because federal regulation was completely ineffective in dealing with problems of highway safety.

Now let me tell this Committee precisely how motor freight transportation is being conducted, and how regulation is avoided. The Motor Carrier Act of 1935 followed conventional lines in imposing regulation. Only persons holding authorizations from the Commission could engage in the business, and their rates and various features of their service were subjected to the approval or scrutiny of the Commission. Since safety on the highways was a paramount objective, many features of the Act are intended to assure maximum safety conditions in the operation of these heavy vehicles over the publicly-travelled highways. Only those persons could engage in motor freight transportation for hire, who could prove they were engaged in operations when the Act was passed or who could establish they were "fit, willing, and able" to render a needed service.

These conventional premises of regulation have received very strange treatment under John Rogers' administration. Many of our carriers own only a few vehicles or even none at all. Actual transportation is in increasing measure being conducted by roving bands of individual truck-owners. These individual truck-owners are politely known as "owner-operators" and commonly called "gypsies." Gypsies do not hold authorizations from the Commission, are complete strangers to its regulation, and in most cases presumably could not qualify as authorized carriers. But they are the substantial workhorse in the motor freight field today.

How Motor Freight Works

How motor freight moves today is best explained by example. An authorized carrier, with offices in Washington, is tendered freight for movement to Chicago. The carrier does not own a single vehicle, but this gives him no difficulty. He knows that gypsies customarily con-

gregate at certain taverns or gasoline stations. He sends his agent to such a hangout, or calls on the telephone, and strikes a bargain with one of the available gypsies to do the hauling. In legal language, the authorized carrier hires the gypsy as an "independent contractor" to haul for him and leases his vehicle for the journey.

This is the strange way in which a great deal of our motor freight is now moving. It has a number of specific, evil consequences which I shall take up in a moment. But first let me notice what John Rogers and his supporters would say about this. It is explained very nicely and suavely that there are fluctuations in traffic volume and that particular carriers cannot own enough equipment to take care of the peaks in demand for transportation service. So, in peak periods, authorized carriers "augment" their equipment by "leases" of vehicles. That is all that is involved—just a little "augmenting" of equipment through "leasing practices." The fact is that these "leasing practices" are the method the authorized carriers have found to beat regulation.

Don't Own Equipment

The state of the motor freight industry is so abnormal and bizarre that I wish to dwell on it for a moment. Here we have authorized carriers, supposedly "fit, willing, and able" to render a public transportation service, who do not own any of the physical means to render service. They have to hunt up gypsies to undertake the service. The gypsies, though they abound in the field and do a substantial amount of actual hauling, are not under regulation and hold no certificates. Imagine how it would be if our telephone, or power, or other public services were conducted in this manner. Consider the air carriers. How would it be if the certificated air carriers owned no planes, but hunted up gypsy plane owners to conduct their operations? This whole trucking situation is thorough-

ly and utterly unsound, with the Commission purporting to regulate the "authorized carriers," who own no vehicles and do not actually render a service, but not regulating the gypsies who do own the vehicles and actually perform a transportation service.

Nobody knows today what percentage of the traffic is moved in vehicles owned by gypsies rather than vehicles owned by authorized carriers. The Commission does not know. Any figures you are quoted would undoubtedly place the amount of leasing much too low because carriers are defensive about the practice and tend to conceal it. The Teamsters Union has frequently conducted roadchecks on highways throughout the nation and has found that about 60 per cent of the vehicles were gypsy-operated.

Gypsy Traffic Increases

At least one thing is clear. The amount of traffic being moved by gypsies is increasing and will continue to increase. The reasons for this will be obvious if you consider for a moment the relative positions of the carrier who owns its own vehicles and of the carrier who relies on gypsies. The first carrier has initially the investment in its own vehicles. The better carriers frequently have terminals at which mechanics and inspection men are on constant duty. They have safety and personnel departments. They employ drivers for their vehicles and afford them accident, sickness, vacation, holiday and other customary benefits. All this involves elements of cost, but they are legitimate costs which should properly be borne by the shipper.

Compare this carrier and its method of doing business with a carrier who resorts to gypsies. The gypsy-operator may have a desk, a telephone, and an ICC certificate. All other items of expense are avoided. The gypsy-operator engages a gypsy for all its operations, and shoves off on the gypsy, to the fullest extent possible, all elements

of expense and risk. The customary deal provides the gypsy with a percentage of the revenue to be charged for his haul. The so-called "carrier" is thus always ahead since he puts in his pocket the spread between the rate and whatever the gypsy finds it necessary to accept for the haul.

This brings me to an account of the evils of the existing situation. A primary evil is the brutal competition offered to all forms of transportation by the gypsy method of operations. Legitimate truck operators are being driven to the wall. Imagine the bitterness with which they survey the situation. While they endeavor to conduct a proper and decent business in an acceptable manner, they find themselves squarely up against the competition of the gypsy method of operations. The gypsy operator is in an ideal position to cut rates, and is a frequent rate cutter. The eventual result is that the legitimate operators are forced into gypsy operations. The whole process is dragging the trucking industry down to its lowest common denominator. It is not only the trucking industry which is affected. The rails too are feeling the effect of gypsy operations.

Elements Fighting Rogers

The better elements in the trucking industry are bitterly opposed to the type of regulation for which John Rogers stands. So are the railroads. The reason why they are not here, telling you so in person, is very simple. They fear John Rogers may be confirmed, and they are unwilling to risk opposing him. They figure discretion is the better part of valor. In a proceeding involving this leasing question, many of the legitimate carriers and the railroads took a very vigorous position against John Rogers' type of regulation. The railroads filed a brief pointing out the many evils and the doubtful legality of the present so-called "leasing practices" of motor carriers.

A second evil of the system is

the manner in which it exploits gypsies, many of whom are members of our organization. The gypsies purchase a motor vehicle on time in the belief they are becoming independent businessmen, and then solicit the authorized carriers for loads. The carriers, holding certificates but owning no trucks, drive hard bargains with these gypsies, many of whom are ignorant and needy. In effect, the authorized carriers levy toll on these gypsies for selling them the protection of their certificate. Sometimes gypsies are enticed into the field by the glowing advertisements of the authorized carriers. Some authorized carriers finance the gypsies in purchasing a vehicle. The carriers purchase a number of vehicles at fleet discount rates, then resell them on time at retail rates to unfortunate gypsies.

The turnover in gypsies is high. Great numbers of them lose the vehicles in which they invested their life savings. The financing agency repossesses them, and they are then resold to another sucker. I hope all these facts are borne in mind in the event it should be urged before you that the gypsies are to blame for existing conditions and for the flagrant violations of safety regulations on the highways. It is not the gypsies who should bear this blame, but the authorized carriers who exploit them and the Commission, under John Rogers' guidance, which permits it to be done.

Safety Violations

This leads me to a third outstanding evil of the present system—the manner in which the system practically guarantees that safety violations will be maximized. Safety on the highways was, of course, a paramount Congressional objective in passage of the Motor Carrier Act, and by it the Commission was granted ample powers to assure safe operating conditions. The Commission has imposed a number of rules which are salutary in and of themselves. Vehicles must meet

certain prescribed requirements, and must be periodically inspected to see that they are adequately maintained. There are requirements with regard to lights, brakes, horns, steering mechanism, wheels, windshield wipers, and many other features which affect the safety of the vehicle's operation. Drivers are required to take physical examinations and hold medical certificates establishing that they are physically qualified to drive. They may drive no more than 10 hours at a stretch, must then rest eight hours, and may not drive an aggregate of more than 70 hours in any week. Logs must be kept by the drivers containing their driving records.

No Control on Gypsies

All these wholesome requirements are certain to be violated by the conditions John Rogers' brand of regulation tolerates. Let us examine concretely why this is true. When the authorized carrier, with a shipment but no vehicles, engages a gypsy to haul the load, is it reasonable to believe the authorized carrier will inspect the gypsy's vehicle? The carrier wants the gypsy for a one-way trip, and has no reason to think he will see that particular gypsy soon or ever again. An adequate inspection of the vehicle is relatively expensive, and the practical result is that the carrier cannot afford to inspect the vehicle. John Rogers may issue rules that the carrier must inspect vehicles so engaged, but the economic reality is that these rules will be violated.

Yet it is the gypsy vehicles above all which most need inspection. The gypsy, as I have said, is driven by economic necessity and cannot afford adequate inspection and maintenance. He cannot afford either the cost of garaging his vehicle, or the necessary idleness of the vehicle while it is garaged.

Now let us consider the safety regulations from the aspect of the driver. The authorized carrier, even assuming he cares about the matter, has no means of checking the

gypsy's representations as to his recent driving record. The carrier cannot know whether the gypsy he hires has just completed a 24-hour stretch of driving or has taken his required rest. The gypsy is under compulsion to keep moving in order to make ends meet. The same truck stops where he may dicker for business with authorized carriers, provide the unfortunate gypsy with "No-doz" pills and other similar stimulants. As the gypsy moves about the country, jumping from carrier to carrier, there is absolutely no control or supervision over him and it is an absurd pretense to claim otherwise.

I am merely hitting the high spots of some of the results of the gypsy system of operations which flourishes under John Rogers' administration of the Act. The gypsy drives through snow, sleet, and fog, and over icy roads. He feels he must in order to make his living. He usually gets paid on a basis of dividing the revenues to be earned, and he therefore wants only high-paying loads and avoids less well-paying traffic. He overloads because he earns more that way. When you read in the newspapers of these fantastic overloads of 100,000 or 125,000 pounds, you can be almost certain a gypsy is at work. The gypsy frequently lacks insurance, and the public is unprotected whenever it cannot be established that his operation was in the service of a particular carrier. Often the gypsy may be hauling simultaneously for several carriers and each disclaims responsibility for his actions. Frequently, the gypsy steps over the thin line and undertakes to deal directly with shippers.

Gypsies Cannot Be Policed

With all these facts in mind, let us turn back for a moment to John Rogers' claim that a little more enforcement money would solve all problems. It can now be seen how fallacious that excuse is. John Rogers is responsible for a system which invites and guarantees safety

violations. It would take scores of millions of dollars, and a vast army of police, to enforce safety compliance so long as the system of gypsy operations is allowed. What has to be done is to uproot the system and establish regulation of a character which promotes compliance and not violations.

The scheme of regulation becomes farcical under existing conditions. The Commission does not even regulate the real carriers, and the ostensible carriers it does regulate do not really move freight. The reasonableness of carrier rates ought to be a matter of primary concern to the Commission. Rates are, of course, intended to be a reflection of costs. But what are the costs of the "authorized carrier" who engages in gypsy operations? They are merely a reflection of how great the need has been of the gypsies with whom the carrier dickers. If the gypsies are pressed and can be haggled into carrying for little more than gas money, the costs to the authorized carrier may be very low.

Other Responsibilities

The Commission is also charged with the responsibility of regulating the number of authorized carriers so as to assure the objectives of the National Transportation Policy. It passes upon applications for new certificates, or for an extension of operating routes under existing certificates, and grants or denies such applications depending upon the volume of existing service and the consequent public need. But these are matters which defy a realistic determination under present conditions. Actual transportation is being performed in substantial measure by gypsies, and the Commission has no means of getting at the volume and adequacy of the service being rendered.

These so-called "leasing practices" provide all sorts of opportunities to frustrate regulation. If a carrier wants to proceed beyond his certificated area, he can make reciprocal arrangements with a car-

rier having authority to serve in the adjoining area. When the vehicles of one cross into the territory of another, the magic of a lease takes place, and the first carrier borrows the temporary protection of a second carrier's certificate.

Perhaps the best description of current conditions is that provided by the field staff of the Bureau of Motor Carriers. This staff was asked to compile types of law violations and undesirable practices which they encountered in the field and which resulted from the so-called "leasing practices." The compilation which resulted is a shocking recital. I have a copy of this document which I request be appended in the record at the conclusion of my testimony. It will provide a revelation as to the conditions which actually now exist and which prove that federal regulation is only pretense.

It is certainly questionable whether the type of federal regulation we now have is worth its cost. Perhaps Senator Bricker will recall that witness Keeshin, who testified in support of the confirmation of John Rogers, contradicted himself in approving regulation one minute and disapproving it the next. I can suggest a solution for this apparent contradiction. The selfish and irresponsible trucking interests do not want real regulation. But they like the present regulation John Rogers stands for—a soft and easy regulation that does not cramp their style. Regulation by a genial, affable, approachable man—let us put it that way. This sort of regulation not only does not hurt but also serves a real purpose. It gives the appearance and outward form of regulation, and tends to prevent the Congress from moving in and protecting the public interest.

The gypsy operations of truck-

Pleasure Cars Get Most Rubber

*Testimony Shows Manufacturers Are Putting All
Emphasis on Equipping Pleasure Cars With Tires*

The Senate subcommittee investigating the rubber shortage has been told that America's passenger car builders have been receiving nearly 1,000,000 tires a week to maintain record pleasure automobile production while thousands of recently-completed truck-trailers, desperately needed to speed transporting of defense production, are standing idle and undelivered on manufacturers' lots because no truck tires are available.

This unusual picture of a nation seemingly concentrating on pleasure auto making at a time when all emphasis was on defense was presented to the subcommittee by John B. Hulse, managing director, Truck-Trailer Manufacturers Association.

Truck-trailer manufacturers have been cut off or given only small per-

centages of their requirements by rubber companies since about February 1, Hulse explained.

Hulse said:

More than 2,500 completed truck-trailers are presently without tires on manufacturers lots—and this number may increase to 5,000 within the next several weeks unless government tire allocations are made.

Truck-trailer manufacturers owe their customers more than 35,000 tires because it has been necessary to deliver trailers without tires.

Many new trailers have been delivered on single tire equipment although dual tires were an "obvious necessity in every instance." These shortages in the needed tires have been made up by tires from customer stocks.

If the truck tire shortage continues, Hulse told the Senate subcommittee headed by Senator Guy Gillette, that "a serious delay in the transportation of the nation's defense and civilian production" can be expected within a comparatively short period.

The Truck-Trailer Association official, representing 62 trailer manufacturers and 49 associates or supplier members across the country, said that the larger tire makers were discriminating against the truck-trailer makers because the latter were "small business" compared to the giant passenger car manufacturers.

Hulse set the needs of the trailer makers at 35,000 truck tires a month. These tires need a high percentage of natural crude rubber, he said.

SPEED-UP the Check-Up

HAVE YOUR DUE BOOK IN ORDER



'Boom Towns' Are Coming Back

REACTIVATION of military camps the country over, plus the letting of large defense contracts, is bringing back the "boom towns" of yesteryear.

East and west, north and south, workers in nearly all crafts are on the job readying the installations of the armed services to accommodate the 3,500,000 men and women who are expected to be in the Army, Navy and Air Force by June of this year.

Many of the camps, inactive since the close of World War II, have deteriorated under stress of time and weather. There is considerable reroofing to be done, as well as rebuilding of mess halls, latrines and obstacle courses, which have weathered away. (Obstacle courses, incidentally, are known under new Army terminology as "combat confidence courses.")

Camps Reopened

In the list of installations activated by the Army since June 25, 1950 are included Fort Jackson, S. C.; Fort Chaffee, Ark.; Fort Leonard Wood, Mo.; the Twin Cities Arsenal, Minn.; Camp Breckinridge, Ky.; Camp Rucker, Ala.; Camp Stewart, Ga.; Camp Roberts, Calif.; Camp McCoy, Wis.; Camp Edwards, Mass.; the Rocky Mountain Arsenal, Denver; Camp Polk, La.; Camp Cooke, Calif.; Camp Pickett, Va.; Camp Kilmer, N. J., and Fort McClelland, Ala.

In the Navy list are Cecil Field, Fla.; Bainbridge Training Camp, Md., and the Seattle Naval Air Station.

The Air Force has called into active service Dow Air Force Base, Bangor, Maine; Grenier Air Force Base, Manchester, N. H.; Bryan Air Force Base, Texas; Camp Kohler, Calif.; Pinecastle AFB, Fla.; Fort Snelling, Minn.; Wichita AFB, Kan., and others in Phoenix, Ariz., Co-

lumbus, Miss., Colorado Springs, Colo., Orlando, Fla., and Dover, Del.

To the towns and cities near these installations will come a great new influx of money—the great prime ingredient in the making of a boom town. And the money, while it may not buy as much as it did during World War II, will be more plentiful, for service pay has gone up for all ranks and ratings. The draftees in pre-Pearl Harbor days received \$21 a month; later the base pay of a private was upped to \$50; and now it stands at \$75. Thus the average soldier will have more money jingling in his pockets when he goes to town.

Aided by provisions in Title VIII of the National Housing Act, which encourages the building of privately financed rental housing on or in the immediate vicinity of service installation, 15,685 such rental units have been approved to date for Army installations. All this new construction will add to the "boom" atmosphere. And an indication of the size of the overall construction picture, as it affects the military, is contained in a recent Air Force announcement that it will spend \$327,180,000 on a construction program at 13 stateside bases. Of the total, the new bases will receive the following amounts: Bryan, \$6,200,000; Kohler, \$64,200,000; Pinecastle, \$30,400,000; Fort Snelling, \$64,500,000; and Wichita, \$37,500,000.

Active bases to receive new buildings and facilities are: Amarillo AFB, Tex., \$15,800,000; Connally AFB, Tex., \$5,000,000; Keesler AFB, Miss., \$35,900,000; Lackland AFB, Tex., \$30,200,000; Sampson

AFB, N. Y., \$18,600,000; San Marcos AFB, Tex., \$780,000; Sheppard AFB, Tex., \$14,400,000; Randolph AFB, Tex., \$3,700,000. All these are Air Force installations. Amounts being spent by the Army and Navy on their new and de-mothballed installations are undisclosed, but are substantial.

Many of the boom towns of World War II, especially those in the Far West, have kept right on being boom towns, due to the great western migration. The so-called war housing, regarded as temporary and makeshift, has never been vacated and, despite occasional renovations, has managed to look a little shoddier every year. Eventually, the war housing is going to pose big municipal problems.

Typical Town

A typical California boom town of World War II that kept on being a boom town after the war, is Vallejo, which is directly adjacent to the great Mare Island naval shipyard. In 1940, Vallejo's population was 32,000. This number had swollen to 94,000 by 1945, and is only a little less than that today. Still accommodating thousands of residents are the two-story wooden frame structures that everyone thought would be dismantled shortly after the war ended. But the people who flocked to Vallejo during the war showed no disposition to go home. The city, which had 170 municipal employees and a budget of \$680,000 in 1939, now has over 400 employees and a budget of over \$3,000,000. There are some 12,000 students in the crowded city schools as against 3,600 before the war.

SHORT HAULS



LID Honors Wm. Green For Leadership Record

William Green, president of the American Federation of Labor, was recently awarded a citation at the annual luncheon of the League for Industrial Democracy.

The citation to Green was "for over half a century of constructive leadership in the cause of labor."

The league also gave a citation at its annual luncheon to Dr. Ralph Bunche, director of the Trusteeship Department of the United Nations. He was cited for his work as peace-maker between Palestine and the Arab powers.

Auto a Modern Necessity, No Luxury—AMA Official

The automobile is by no means a luxury, according to an official of the Automobile Manufacturers Association, William J. Cronin, managing director.

Cronin spoke out against the "luxury" tag because the automobile and the motorist and the trucker are taxation targets. He pointed out recently that in 1950 the average purchaser was already assessed \$93 by the Federal Government, a figure which would be tripled if the new tax proposals go through.

The association official also pointed out that in the defense program the greater part of workers go to their jobs by car. The rapid growth of the suburbs is also accounting for continued heavy needs for cars and trucks.

Legionnaires Rap Use of Non-Union Printing Form

The union label of the Allied Printing Trades promises to become a convention issue in the Michigan

American Legion, if present printing of the state paper in a non-union shop continues.

The state Legion's executive committee defeated a resolution demanding the Michigan Legionnaire be printed in a union shop. The paper had recently been switched from a union to a non-union plant.

The Legions' Detroit District Association had urged the return to a union shop. This association, which has 109 Legion posts warns that it will take the issue to the state convention next August.

Reclaimed Rubber Hits New Mark as Pinch Grows Acute

Reclaimed rubber use hit an all-time high last year, according to a recent report from the Department of Commerce.

The greater use of reclaimed rubber reflects measures being taken by the industry to increase the rubber supply. The Government agency said that figures for 1950 indicated use of reclaimed rubber totalling 302,631 long tons as compared with a war time high of 291,082 used in 1943.

Air Force Develops New Multiple-Purpose Engine

The Air Force recently announced the development of a two-cycle, air-cooled, multifuel, diesel engine which covers a broad field of application from simple prime movers to diesel turbines.

With low engine weight and high displacement utilization, the engine combines simple construction and high reliability, offers savings in both manufacture and maintenance, says the announcement.

This new engine operates with every type of liquid fuel used in the

Armed Forces, including diesel and jet fuel, kerosene and 100 octane aviation gasoline. The change in fuel used involves only readjustment of injection timing.

Housing Issues Paper on Eviction Ways and Means

The demand for information on eviction has apparently been so pronounced that the Office of the Housing Expediter has issued a special paper called "Eviction Facts for Landlords and Tenants."

The paper seems to be quite detailed about what the landlord can and should do in order to evict a tenant properly and successfully. The section on non-eviction is a short four-point section.

Says the paper: "A tenant may not be evicted:

1. For failure or refusal to pay illegal rent.
2. Because a lease has expired.
3. To permit the landlord to offer the property for sale while vacant.
4. To permit occupancy by friends or relatives of the landlord other than members of his immediate family."

FTC Issues Rules on Auto Dealer Trade Practices

Trade practice rules designed to eliminate alleged unfair or deceptive practices in the installment sale and financing of motor vehicles in interstate trade have been promulgated by the Federal Trade Commission.

The new rules define "unfair" trade practices as:

- 1) Misrepresentation by the seller of the insurance coverage, rates or rate costs;
- 2) Failure of the seller to furnish the buyer, before sale, a list of itemized costs and other pertinent information;

3) Having the buyer sign an installment sales contract or receipt in blank with the effect or purpose of deceiving the purchaser;

4) Use by the seller or financial institution, of rate charts in such a manner as to mislead; and

5) Requiring buyer to purchase an insurance policy from a particular company as a condition precedent to sale when buyer desires equivalent or better coverage from another insurance company.

Committee Hears About Misuse of Auto Taxes

The House Ways and Means Committee is hearing about the way highway taxes are being used—and misused.

Trucking and bus interests recently presented figures to show that in 1949, latest for which complete figures are available, \$3,610,620,000 were paid in special highway taxes. This figure exceeded by more than \$1,500,000,000 expenditures made on highways.

Federal excise tax collections in 1949 from highway users amounted to \$1,304,500,000 which topped the Federal contribution for road construction and maintenance by \$882,500,000.

These figures indicate that all the money being paid in by highway users is not coming back, it was pointed out to the committee.

Clerks Local Withdraws From Labor Federation

Local No. 9 of the Retail Clerks International Association, New York City, recently voted to leave the American Federation of Labor and become an independent union. The local has a membership of 1,900.

This local is composed of employees of the John Wanamaker Stores. It left the Congress of Industrial Organizations in January, 1949, because the CIO was planning to combine it with a clothing workers' union.

THE TEAMSTER LOOKS AT WORLD TRANSPORT



River Steamers

IN these days of speedy transportation, it is difficult to realize the mighty role played by the old-time river steamer in the development of our nation. But, during the period from 1840 to 1870, the colorful river boats, powered by massive wooden propellers, made a remarkable contribution to the expansion of the young states.

The first steamboat in America was put into operation on the Hudson River in 1807, but it was on the great Mississippi that the steamers unfolded their busiest and most glamorous drama.

While some stories and movies have depicted the Mississippi River steamers as "glamor vessels" on which gamblers, city slickers and ladies in fancy dress idled away time, these big boats were virtually always important carriers of commerce.

As settlers moved into the fertile Mississippi Valley, the churning freighters became a familiar river sight from the booming trading city of St. Louis down to the bustling port of New Orleans. Most of the traffic of the thriving Midwest and much of that from the growing Southland moved entirely by river boat.

The legends born of the river steamer days were captured by Mark Twain and turned into gems of American literature. The melodic chant of darkies loading and unloading the boats at the steaming docks of New Orleans had a deep-rooted impact on the development of American folk music.

Industrially and culturally, the river steamers must be credited with a major role in the building of America. Compared to today's compact, diesel-powered, over-the-road truck, the old boats were cumbersome and inefficient, but at a critical period in the life of our country, they provided a much-needed mode of transport.

No. 9
OF A SERIES



Help for Housekeepers

I'm always looking for shortcuts in housekeeping, are you? Here are a couple of household hints that have helped me so I'll pass them on to you.

When washing up your linoleum, put a few cubes of starch into your soapy wash water. After your floor dries, the linoleum will have nearly as fine a polish as if you had spent time and energy in waxing it.

Do you have a bureau drawer or a cupboard door that sticks? Rub wax on the sides and open and close several times. You'll find that it works much more easily.

To clean and polish a door plate or a wall switch, measure the plate and draw the dimension lines on a piece of cardboard. Cut a hole in the cardboard and use as a shield. You won't have to be nearly so careful and will save time as well as prevent getting smudges on walls or woodwork.

* * *

How to Win Good Opinion

I read the other day, something that I already know only too well and that you know too, that everyone values the good opinion of other people and wants to be approved of, whether he is willing to admit it or not. However, the article I read went a little further and gave some advice on how to attain this goal. It said—"Don't be afraid to be a little ingratiating. People love to be deferred to. Be cheerful—if possible. Don't argue—much. Don't slander—ever. And *never* talk about your troubles."

* * *

What Big Feet We Have

Getting on the subject of ladies' wearing apparel, I saw in the paper the other day that Herman Delman, the noted shoe designer, had made a startling announcement. It seems that women's feet are simply growing larger and larger. The average foot has grown about two sizes in a generation. Size five was average in grandmother's day. Now only about three women out of 100 wear size five or smaller, while 40 out of 100 wear size eight or larger. So now you can model those size seven-and-a-halves with pride.

About Criticism

Mrs. Harry Truman remarked once, "I don't mind criticism. I always learn something about myself." Girls, we can all take a pointer from this wise observation. No one enjoys criticism, but let us resolve that if we are criticized we will not become angry or hurt but will try to learn something about our faults and profit by the knowledge.

* * *

Get Out the Will Power

How's that figure, girls? The powers that be in the fashion world have decreed that skirts on the new suits and dresses will be very straight and close fitting as well as considerably shorter. If the winter season put a few extra pounds on you—all in the wrong places—better get busy now counting the calories and brushing up on the good old 1-2-3-4 exercise routine.



* * *

Recipe of the Month

We have promised to feature on this page, favorite recipes from all over the nation. This month we bring you a recipe from old New England, as typical as Plymouth Rock itself.

Boston Baked Beans

- 1 qt. navy beans
- ½ lb. fat salt pork
- ½ tablespoon dry mustard
- 1 1 tablespoon salt
- 2 tablespoons molasses
- 3 tablespoons sugar
- 1 cup boiling water

Wash beans, cover with cold water and allow to soak overnight. Cover beans with fresh water and heat slowly. Let cook just below the boiling point until the beans are tender and their skins burst when blown open. Then drain beans and put in pot with strips of the salt pork which has been scalded. Mix mustard, salt, sugar, molasses and water and pour over beans. Then add just enough water to cover. Cover pot and bake at 300° F. six to eight hours. Uncover pot for last hour of baking so pork will be brown and crisp.

Spring Salads

Come spring—first thing I think about in the meal line, are wonderful spring salads—the tossed kind with lots of fresh greens and chopped spring onions, thin slivers of carrot and radish and thick tomato wedges. Here are a couple of good salad dressings you might like to try with your favorite Garden Salad Bowl.

FRENCH DRESSING

- 1 teaspoon scraped onion
- ½ teaspoon prepared mustard
- 1 tablespoon sugar
- 1 teaspoon salt
- ¼ teaspoon paprika
- Dash of pepper
- ¼ cup vinegar
- ¾ cup salad oil.

Mix onion, mustard, sugar, salt, paprika and pepper. Add vinegar gradually and mix well. Add oil and shake or beat well. Chill. (Makes 1 cup dressing.)

RUSSIAN DRESSING

- ½ cup mayonnaise
- 2 tablespoons chili sauce
- Dash of paprika
- 2 tablespoons chopped stuffed olives

Combine ingredients and blend. (¾ cup.)

* * *

Whistle Stops

A celebrity remarked recently that accent this year may be on the new short hairdo's but it's still the good old lower appendage that's getting the whistles. With this in mind the hose manufacturers have gone all out for the spectacular in stockings. Many of the new super sheer hose are coming out with seams in bright colors to match the rest of an outfit—bright reds, blues, yellows. Also I saw a gossamer sheer pair of hose the other day with a large butterfly embroidered on the lower calf.

* * *

Thought for the Month

We're fast running out of space, so in closing I'd like to leave the thought with you that you, Mrs. Housewife, play a very important part in the destiny of this country of ours and have a job second to none in the world—making a comfortable, happy home for your husband and your children. The home is what you make it. A wonderful woman who won fame as a great singer, and who also won fame as a good mother, expressed it this way:

WHAT IS HOME?

A roof to keep out the rain,
Four walls to keep out the wind,
Floors to keep out the cold;
Yes, but home is more than that.
It is the laugh of a baby,
The song of the mother,
The strength of a father,
Warmth of loving hearts,
Light from happy eyes,
Kindness, loyalty, comradeship.

Madame Schumann-Heink.

Hydraulic Puller Weighs Only 10 Lbs.

A new hydraulic puller, weighing less than 10 pounds, has been placed on the market by a Minnesota firm. The ram travels two inches, adequate for 95 per cent of all pulling jobs, while another bite takes care of the balance. It works from a remote control pump which develops 10,000 psi. Six feet of high pressure hose allows the operator to stand a safe distance from the work. The couplers are tested for 24,000 pounds and wire guards protect the hose.



Connector Offers Safety Features

A new tractor-trailer connector, with a double safety lock which provides a safety latch to meet ATA specifications, is announced. According to the manufacturer, the double feature of the lock guarantees that the truck-trailer's lights will work even though one of the locks may become damaged. A positive locking action is claimed that will operate under icing or dirty conditions.



Device Starts and Stops Motors in Cold

A device for sub-zero temperatures is being made by a New Hampshire company. It starts the engine of the vehicle as soon as the outside temperature reaches a preset point. When the coolant reaches another predetermined temperature, the device shuts off the engine automatically. To prevent the motor from being accidentally started while the vehicle is in gear, a neutral safety switch is included.



Collapsible Container Seen Hard to Tilt

A Detroit firm is manufacturing a cargo container that can be knocked down and returned flat. Made of metal, without a lid, the floor of the container rests on square legs that act as locks when inserted in the top of another box. The manufacturer says that the boxes may be piled one on another to an indefinite height with a minimum possibility of tilting or tipping. The boxes came in 27.5 and 30 cubic feet capacities.



Heavy Duty Truck Trestle Is Offered

A 10-ton truck trestle has been introduced by a York, Pa., firm. With a low position of 30 inches, and a high position of 50 inches, the trestle weighs 90 pounds and is braced and welded. It also has a locking pin arrangement which prevents accidental release of the trestle.



Removes Stubborn Tires from Rims

Recently introduced by a Los Angeles firm is a ram-type hydraulic tool for removing tires that have been on the rims for long periods of time. Four supporting arms hold the tire and wheel in a horizontal position. Through the center of the arms is a shaft which extends from a hydraulic ram. The upper end of the shaft is threaded and the truck wheel is mounted on a holding plate and nut. Then, four curved adjustable shoes are inserted between the tire and rim, similar to the position formerly used by a hand tire iron. The repairman, to operate, pressed a button which forces the wheel down through the tire by the hydraulic ram.



Trouble Light Has Safety Features

A new portable safety trouble light has been designed to safeguard workers in damp and wet locations from fatal shock. The product is available in several different sizes with extension cords of 50 to 100 feet and conforms with the recommendations of the National Safety Council.



New Features For Refuse Loader

Several new features have been adapted in the refuse loader announced recently by a Minneapolis firm. The bucket size is increased and the rubbish packing panel is released to full width while loading by a pair of trip levers. This then snaps back allowing the bucket to discharge its load into the body of the loader. The power-down stroke of the underbody hoist employing encased legs

extending through the body floor to sub-frame pedestals effects superior packing. These legs are linked by arms to the packing panel and force the refuse through the positive packing arc. A double-acting hydraulic cylinder powers all these operations.



Splash Guards of Molded Rubber Made

A manufacturer has just announced new splash guards of molded rubber and cord construction, inserted in metal frames, and modeled to fit all trucks and trailers. Designed to fit 20 in. single or dual tires, 22 to 24 in. dual and 15 to 17 in. single or dual, the guards come in four flap sizes, 24 by 30 or 36 in. and 20 by 20 or 30 in.



Clearance Light Mounted On Curved Surface

A new-type clearance light is said to be suited for mounting on a curved surface, eliminating the bar-type arrangement. Of die cast construction, the unit has a bright finish and a two and one-half inch lens in red, amber, or clear.



One-Hand Toggle Clamp Claims Many Uses

A portable, plier-type toggle clamp, recently marketed, is suitable for any sheet metal and body work, for holding metal, wood or plastic parts during machining, welding, and cementing operations.

The clamp is four and a half inches long and weighs five ounces. It is suited for one-hand use, the maker reports.



Tire Cradle Is Claimed To Reduce Changing Hazards

Many hazards in removing large truck tires—are reduced by use of a roller mounted tire cradle now available.

When the truck is jacked about two inches and the rim unbolted, the rim-lifter slides beneath the casing, supporting the tire as it is slid off. The unit is made for any size single or double tire unit. Weighing 35 pounds, the device has welded steel construction and can be dismantled and carried in the vehicle for emergency road changes.



New Truck Seat Developed For Door-to-Door Vehicles

Primarily developed for multi-stop, door-to-door trucks, a new tilt-away seat is now available. The back folds over on seat, and seat and pedestal tilt forward to allow free access to interior of the truck.

N.Y. Locals Sign Five-year Pact

(Continued from page 4)

Participants in the signing ceremony in Washington included: John E. Strong, president and Thomas Hickey, secretary, Local No. 807; Vincent Doyle, president and John J. Flaherty, secretary, Local No. 707; and Joseph M. Adelizzi, managing director of the Motor Carriers' Association of New York.

Present also at the signing were: Secretary Tobin, Assistant Secretary Rosenberg, William Calvin, representing AFL President William Green, Frank B. Kurtz of the carriers' association, Nathan Zelby, Herbert Burnstein and Harris Klein, industry attorneys, Paul Herzon, president of the National Labor Relations Board and Sidney Cohn, union attorney.

Following the signing Secretary Tobin praised the parties to the pact in the following statement:

"This should assure free and continuous flow of commerce through the world's greatest port area, and contribute to the success of our expanding production and the national defense effort.

"It should demonstrate to employers and employees elsewhere and to the peoples of other nations, that Americans are united in their determination to advance and strengthen our defense efforts.

"It is significant and important that this agreement was established through free collective bargaining, without governmental supervision, in an effort to settle economic problems through the use of reason and intelligence. It will avert the delays and wastages which result when management and labor have to resort to strikes, lockouts and lawsuits.

"May I through you extend my best wishes and congratulations to the 11,000 Teamsters and their 1,500 employers who are protected by this pact of amity and advancement."

Relax WITH US

"The Little-eral Woman"

Mr. Newlywed: "I hope, dear, that you're keeping something for a rainy day."

Mrs. Newlywed: "Why of course, darling, there's always that umbrella in the closet."

★

Flattery is Money

Tramp: "Lady, I can tell by the kind look on your face that you would give a poor man a dime for a cup of coffee."

Lady: "My dear fellow, a man of your nimble wit should not need to beg a dime for a cup of coffee"—and she gave him a quarter.

★

Learned His Lesson

"I hope," said the warden to the paroled prisoner, "that you now intend to mend your ways." "Indeed, sir, I shall," was the reply. "There'll be no slip-up next time."

★

Talk in Short-hand

John: "Does your wife tell you everything?"

Jack: "Good heavens, no. After all, there are only twenty-four hours in a day, you know."

★

Baiter Hurry Up!

Watson chided his bachelor friend for not marrying. "Time is slipping along, you know," he said, "and you may get left." "Nonsense," his friend scoffed. "There are plenty of fish in the sea." "True," replied Watson—"but has it ever occurred to you that the bait may be getting a bit stale?"



"Take your time . . . I want all the neighbors to see it!"

The Honest Youngster!

Little Bobby attended his friend's birthday party, and was offered a second piece of cake. He looked longingly at it, but refused with a polite "No, thank you." "Oh, Bobby," coaxed the hostess, "everyone is going to have another piece and you must too." "Well," replied Bobby, weakening, "Mother told me one serving was enough, but probably if she knew how small the pieces are she would think it was all right."

★

Biggest War Lie

Two veterans, Jack and Joe, were discussing their experiences in the war. "I had a bullet go clear through my chest," said Jack. "But that's impossible," Joe exclaimed. "If it had it would have gone through your heart and you wouldn't be alive to tell about it now." "Well, you see," explained Jack, "when I saw the shot fired, my heart sank so low that the bullet missed it."

★

Determined Patient

The dentist examined the patient's teeth and said, finally, "Well, I guess we'll have to do a little drilling." "Oh, no you don't," shouted the patient, jumping out of the chair. "I'm paying you to fix my teeth and if it can't be done without having a rehearsal first, it can't be done at all."

★

Well-Hidden Heifer

Waiter: "How did you find your meat, sir?"

Patron: "Oh, I hunted around in the vegetables, and, sure enough, there it was under a beet slice."

★

Had A Fowl Life

"Yes, sir," said Timothy Tall Story, "when I was a lad my folks sure were poor. In fact, they were so poor that my Ma told my Pa he'd have to kill half a chicken at a time."

★

Pipe-Loving Bertha

Father: "Who was with you in the living room until all hours last night?"

Daughter: "Oh, that was Bertha. She stopped in for a few minutes, but you know how the time flies."

Father: "Yes, I certainly do. And next time you see Bertha, you had better give her the pipe she left on the ash-stand."

Carelessness
causes
calamity



**Don't leave TRUCKS
IN WALKWAYS**

Teamsters' Greatest
OPPORTUNITY
for
ORGANIZING



YOUR FULL COOPERATION IS NEEDED!